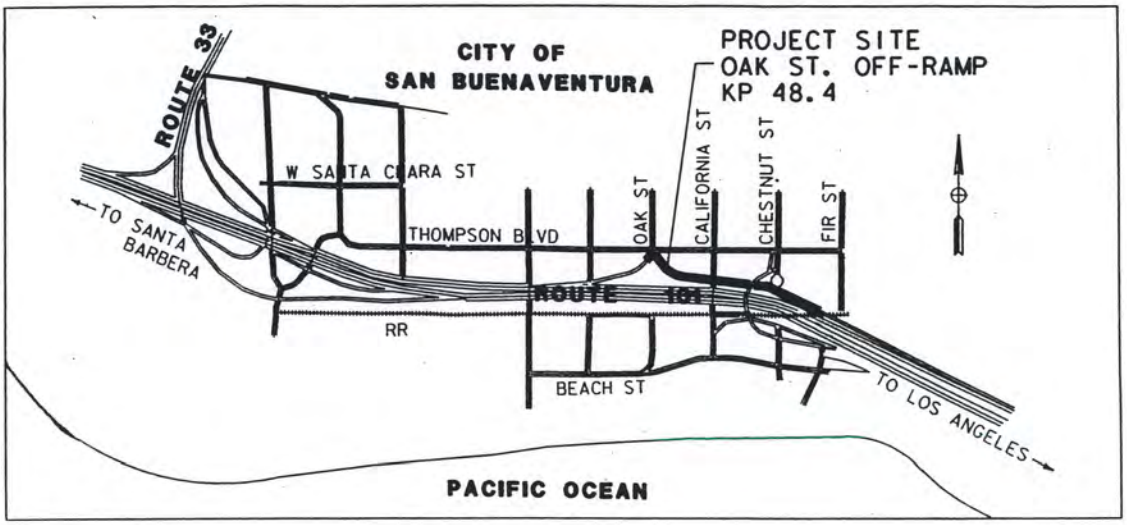
07-VEN-101, KP 48.4 (PM 30.1)
07186-21070K
January 2001

Caltrans Metric

PROJECT STUDY REPORT
(Project Development Support)

This document can be used to program only the Engineering and Environmental Support for Project Approval and Environmental Document components. The remaining support and capital components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplement PSR or a Project Report will serve as the programming document for the remaining support and capital components of the project.



On Route	07-VEN-101
Between	0.7 Km Southeast of Route 33 Interchange
And	0.9 Km Northwest of Vista Del Mar Drive

SUBMITTED BY:

Mohamed A. Ahmed
Mohamed Ahmed, Functional Manager

APPROVAL RECOMMENDED:

Mumbie Fredson Cole
Mumbie Fredson-Cole, Project Manager

CONCURRED BY:

Karen M. Sorg
District Division Chief-Design

APPROVED BY:

FN Robert Sassaman, District Director

2/07/01
Date

This Project Study Report (Project Development Support) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

REGISTERED CIVIL ENGINEER

01/22/01
DATE

TABLE OF CONTENTS

PROJECT STUDY REPORT
(Project Development Support)

1. INTRODUCTION

This Project Study Report-Project Development Support (PSR-PDS) is to modify the northbound California Street off-ramp on Route 101 by reconstructing it through the California Street Overcrossing and continuing it to Oak Street. This improvement would alleviate the existing traffic congestion at the California/Off-Ramp/Thompson intersection. It would also reduce conflicts along the connection between the Downtown Business District and the oceanfront for pedestrians and bicyclists. The request for this project was initiated by the City of San Buenaventura, and it is expected to be funded through the Transportation Congestion Relief Program (TCRP). There are four alternatives studied in this project, ranging from the "do nothing" alternative at zero cost to the "construct a new California St. Overcrossing" alternative at a construction cost of $16.2 million.

2. BACKGROUND

The northbound California Off-Ramp on Route 101 was built approximately in 1963, providing a direct access to commuters from the south region (Los Angeles, San Diego and Mexico) to the downtown of the City of San Buenaventura. An essential aspect of the City of San Buenaventura is its character as a seaside community. Although California and Figueroa Streets are the only accesses for pedestrians and vehicles to the beachfront from the Downtown, California Street is a central spine of the Greater Downtown area, linking the Business District to the beachfront. The combination of the limited pedestrian walkway only on the west side of California Street Bridge and the increasing traffic congestion at the California/Thompson intersection has made it more difficult for pedestrians, bicyclists and vehicles to travel north to the Downtown Business District from the beachfront.

Adjacent Projects

EA	LOCATION (PM)	TYPE	STATUS
19640	39.8/41.8 Mussel Shoals	Access Improvement & Pedestrian Undercrossing	PS & E Stage Begin Construction 7/30/10
19300	R37.0/R40.3 Padre Canyon OC to Punta Gorda Ped. UC	Pavement Rehab	RTL Stage Begin Construction 11/30/04
00310	28.5 Seaward	Modify Interchange	Begin Construction 8/15/00 (A) End Construction 6/20/02
21070	29.89/30.00 California	Ramp modification	Planning Stage Begin Construction ¾
18360	31.5/40.8 Between W. Main St. UC & Mussel Shoals	Install Thrie Beam Median Barrier	Begin Construction 06/23/00 (A) End Construction 03/16/01
17480	41.3/42.1 From Punta Gorda UC to Rincon Pt	Replace Drainage Culverts	N/A
1190A	R24.5/R24.8 Victoria Ave Reconst.	Undercrossing & New Southbound Ramps	Begin Construction 5/13/98 (A) End Construction 10/18/00
1190C	R24.6 Victoria Ave Reconst.	Widen Northbound On & Off Ramps	RTL 2/9/98 (A) Begin Construction N/A

3. NEED AND PURPOSE

A. Existing Conditions

The northbound California Street Off-Ramp is a single 3.66 m wide lane and that is widened to three lanes (2 Right Turn only and one Left/Right Turn) at the ramp terminus. Two existing overcrossing structures are within the project limits: the Southern Pacific Railroad Overcrossing and the On-Ramp Overcrossing from Chestnut/Thompson intersection. The adjacent land use is commercial and light industrial. This modification would require the acquisition of some right of way from three existing adjacent commercial properties: the Carrows Restaurant, the Les Rose Academy Beauty College and the Steak And Hogie Fastfood. The affected segment of Oak Street is currently a cul-de-sac, serving the existing parking lots for these commercial properties.

B. Existing Traffic Conditions

The 2000 Annual Average Daily Traffic (AADT) for this northbound California Off-Ramp is 1,000. The projected Average Daily Traffic (ADT) for the year 2025 will be 1,600. See Attachment J. At the current Peak Hour Volume of 800, the ramp currently operates at the Level of Service (LOS) of D. The area between the off-ramp and the signalized intersection (California St./Thompson Blvd.), within 100 feet of the ramp terminus, is congested throughout most of the day. Especially in the summer time, traffic sometimes queues onto the freeway. With the constant stream of vehicles coming off the ramp onto California Street, it has become more difficult for vehicles to travel northbound on California St. from the beachfront to the Downtown area.

TASAS accident record reveals a relatively low accident rate of 0.75 accs/mv during the last 5 years compared to the state average of 1.5 accs/mv. The majority of accidents were broadside and rear end collisions. See Attachment I for the Traffic Accident Surveillance and Analysis System (TASAS).

C. Deficiency and Justification

The proposed project is part of the Transportation Congestion Relief Program (TCRP) which has a primary objective to relieve traffic congestion. This improvement would alleviate the existing traffic congestion at the California/Off-Ramp/Thompson intersection. It would also improve travel between the Downtown Business District and the Oceanfront for pedestrians and bicyclists.

4. ALTERNATIVES

The following four alternatives were considered:

Alternative 1 – No-Build

This alternative proposes the "do nothing" option. This alternative will maintain the configuration of the existing off ramp.

Alternative 2

– Construct a new northbound off-ramp through the California Street Overcrossing and continue to Oak Street.

- Total Roadbed Width: 8.4 m (future widening to two-lane ramp)
- Approximate Retaining Wall Locations: STA 3+65 to 4+00, STA 2+89 to 3+60

– California Street Overcrossing will be modified to extend over the new ramp location.

The total cost for this alternative is estimated to be **$ 11,840,000**. See Attachment D.

Alternative 3

– Construct a new northbound off-ramp through the California Street Overcrossing and continue to Oak Street.

- Total Roadbed Width: 8.4 m (future widening to two-lane ramp)
- Approximate Retaining Wall Locations: STA 3+65 to 4+00, STA 2+89 to 3+60

– Construct a new California Street Overcrossing to accommodate the new ramp location.

The total cost for this alternative is estimated to be **$ 16,210,000**. See Attachment D.

Alternative 4

– Construct a new northbound off-ramp through the California Street Overcrossing and continue to Oak Street.

- Total Roadbed Width: 10.8 m
- Approximate Retaining Wall Locations: STA 3+65 to 4+00, STA 3+28 to 3+66

– Construct a 65 meter-long tunnel structure adjacent to the California St. Overcrossing.

The total cost for this alternative is estimated to be **$ 15,490,000**. See Attachment D.

Analysis of Proposals

Of the four alternatives, Alternative 2 has the lowest cost to reroute the traffic away from the heavy congested California/Thompson intersection. Alternative 3, the highest cost alternative, is also a good choice in the long term. By constructing a new California Street Overcrossing, under Alternative 3, higher clearance and widened section could be achieved, allowing the structure to be safer, and it also accommodates future developments around the vicinity. Alternative 4, with the proposed tunnel, will be somewhat costly to maintain. Another alternative that was also looked at, was to modify the existing California northbound off-ramp to Chestnut Street; however, it was impossible to achieve, due to the height constraints of existing railroad overcrossing.

Value Analysis

The total project cost of any alternative is less than the district requirement of $25.0 million for a Value Analysis Study. Therefore, a Value Analysis Study is not necessary.

5. SYSTEM PLANNING

This proposed project is not identified in the Ventura County Transportation Commission's (VCTC) 1999 Ventura County Congestion Management Program/Capital Improvement Program (CMP/CIP) adopted on December 3, 1999. The project is not listed in the 1998 Regional Transportation Plan (RTP) prepared by the Southern California Association of Government's (SCAG). As part of the June 6, 2000 Transportation Congestion Relief Program (TCRP), the proposed project is identified in the baseline scenario of the December, 2000 Draft 2001 Regional Transportation Plan (RTP) prepared by SCAG.

The Transportation Concept Report, dated July 1999, calls for an addition of one lane in each direction by year 2020 for this segment of Route 101. See Attachment J. This section of Route 101 currently has approximately a 9.2 meter median width, enough room for future widening, and therefore it will not affect modification of the northbound California Street off-ramp.

6. ENVIRONMENTAL DETERMINATION

A. ENVIRONMENTAL DOCUMENT

Based on the Preliminary Environmental Assessment Report (PEAR), the anticipated environmental document for this proposed project is an Initial Study/Environmental Assessment leading to a mitigated Negative Declaration/Finding of No Significant Impacts. See Attachment F for the PEAR and the Environmental Scoping Checklist.

B. HAZARDOUS WASTE

There is a Potential of Hazardous Waste Contamination from aerially deposited lead (ADL) contaminated soils, present in unpaved areas requiring excavation. A Site Investigation (SI) will have to be performed to determine the extent of possible contamination. The study will commence upon receipt of the request from the Office of Project Development and will take a minimum of 90 days to obtain the final results. A right of entry will also be required to perform SI on the proposed new right of way to be acquired. The completed SI Report will indicate if special provisions are required for the handling and disposal/reuse of soil. See Attachment M. Also, there is a potential hazardous waste concern for yellow thermoplastic and paint traffic stripes and petroleum hydrocarbon contamination due to presence of leaking underground storage tank.

Widening, modification, relocation or any work that may impact the existing structures (California Street Overcrossing) raises a concern for the potential exposure to Asbestos Containing Materials (ACM) that may be present in the structures. A review of the as-builts cannot definitely rule out its presence and potential locations that are inaccessible until exposed during construction activities. A permit may also be required by the Ventura County Air Pollution Control District prior to any work on the structure.

C. WATER POLLUTION

A study for water pollution will be done at a later time.

D. AIR QUALITY

In order for a project to be found in conformance with the Federal Clean Air Act Amendments (CAAAs) of 1990, a project must come from approved transportation plans and programs such as the RTP and Regional Transportation Improvement Plan (RTIP). The CAAAs of 1990 require that transportation plans, programs and projects which are funded by or approved under Title 23 of the U.S.C. of the Federal Transit Act conform to state or federal air quality plans. This project is not identified in the federally approved (October 6, 2000), 2000/01-2005/06 RTIP prepared by the SCAG. Based on the project description, i.e. ramp modification, the project can very likely be administratively amended into the existing RTIP. An essential prerequisite to inclusion in the RTIP is that funding be identified for the proposed project. The project sponsor must take the necessary steps to ensure that this project is included in the 2000/01-2005/06 RTIP.

Until the proposed project is included in the RTIP, it does not conform to the requirements of the federal CAAA's of 1990.

E. NOISE ANALYSIS

According to the 1998 Traffic Noise Analysis Protocol (TNAP), Article 2.83 (d) states that noise abatement is normally not considered reasonable for commercial areas. However, a traffic noise impact report must be completed as part of the environmental document. See Attachment L.

7. RIGHT OF WAY

Right of Way acquisition will be required at the following locations:

1. Portion of the southern parking lot of the Carrows Restaurant.
2. Portion of the southern parking lot of the Les Rose Academy Beauty College
3. The Steak And Hogie Fastfood

See Attachment H for Right of Way Scoping Checklist and the R/W Data Sheet.

8. FUNDING AND SCHEDULING

Currently, this project is funded in the Transportation Congestion Relief Program (TCRP) for 15 million. Future additional funds, if needed, will come from the sponsors (City of San Buenaventura) or other sources identified by the City. It is anticipated that this project will be programmed in the HB4N Program. The tentative fund allocation and mile stone schedule is shown below.

Project Support Cost Estimate

Fiscal Year	**State PY's (in 1000's)**			
	PA/ED	*R/W	*Const.	*PS&E
2001	419			
2002	203			
2003		55		1557
2004				314
2005			330	
2006		10	660	
2007		55	65	
Total	**622**	**120**	**1055**	**1871**

***Estimate for planning purposes only. Resource for right-of-way acquisition and construction will not be programmed at this time.**

Tentative Project Schedule

Milestone	**Completion Date**
Submit Project Report	05/31/02
PA&ED	12/31/02

9. RECOMMENDATION

This project will improve the existing traffic operation in the area between the ramp terminus and the signalized intersection (California/Thompson). The project would re-route the traffic away from the congested area and would reduce traffic queues onto the freeway, especially in the summer time. It would also open up the connection between the Downtown Business District and the beachfront to pedestrians and bicyclists. This project should be approved and funded in order to improve both local traffic and freeway traffic at this location. Further studies should be done at the PR stage to select the best option.

10. DISTRICT CONTACTS

Name	Organization/Branch	Phone
Melvin Hodges	Chief, Office of Project Studies	(213) 897-4637
Mohamed Ahmed	Senior T. Engineer, Office of Project Studies	(213) 897-5975
Trilly Nguyen	Project Engineer, Office of Project Studies	(213) 897-0097
Mumbie Fredson-Cole	Project Manager, Office of Program Management	(213) 897-9355
Steven Flores	Right of Way	(213) 897-1910
Ugo Anakwenze	STE, Office of Engineering Services	(213) 897-9110
Gerrard Hight	Bridge Design Engineer, Division of Structures	(916) 227-8711
JD Bamfield	Geometrician, Division of Design	(213) 897-0384

11. ATTACHMENT

ATTACHMENT A	Location Map
ATTACHMENT B	Layout Plans
ATTACHMENT C	Typical Cross Sections
ATTACHMENT D	Preliminary Project Cost Estimate
ATTACHMENT E	Design Scoping Checklist
ATTACHMENT F	Environmental Study Checklist
ATTACHMENT G	Traffic Forecasting, Analysis and Operations Scoping Checklist
ATTACHMENT H	Right of Way Scoping Checklist
ATTACHMENT I	TASAS (Table B)
ATTACHMENT J	Traffic Volume: Year 2000 & 2025
ATTACHMENT K	Recommended Structural Section
ATTACHMENT L	Preliminary Noise Evaluation
ATTACHMENT M	Hazardous Waste Investigation
ATTACHMENT N	Preliminary Landscape Estimate
ATTACHMENT O	Preliminary Structure Estimate
ATTACHMENT P	FHWA Involvement Determination
ATTACHMENT Q	Transportation Management Plan (TMP) Estimate
ATTACHMENT R	WorkPlan
ATTACHMENT S	PSR Performance Measure

ATTACHMENT A

LOCATION MAP

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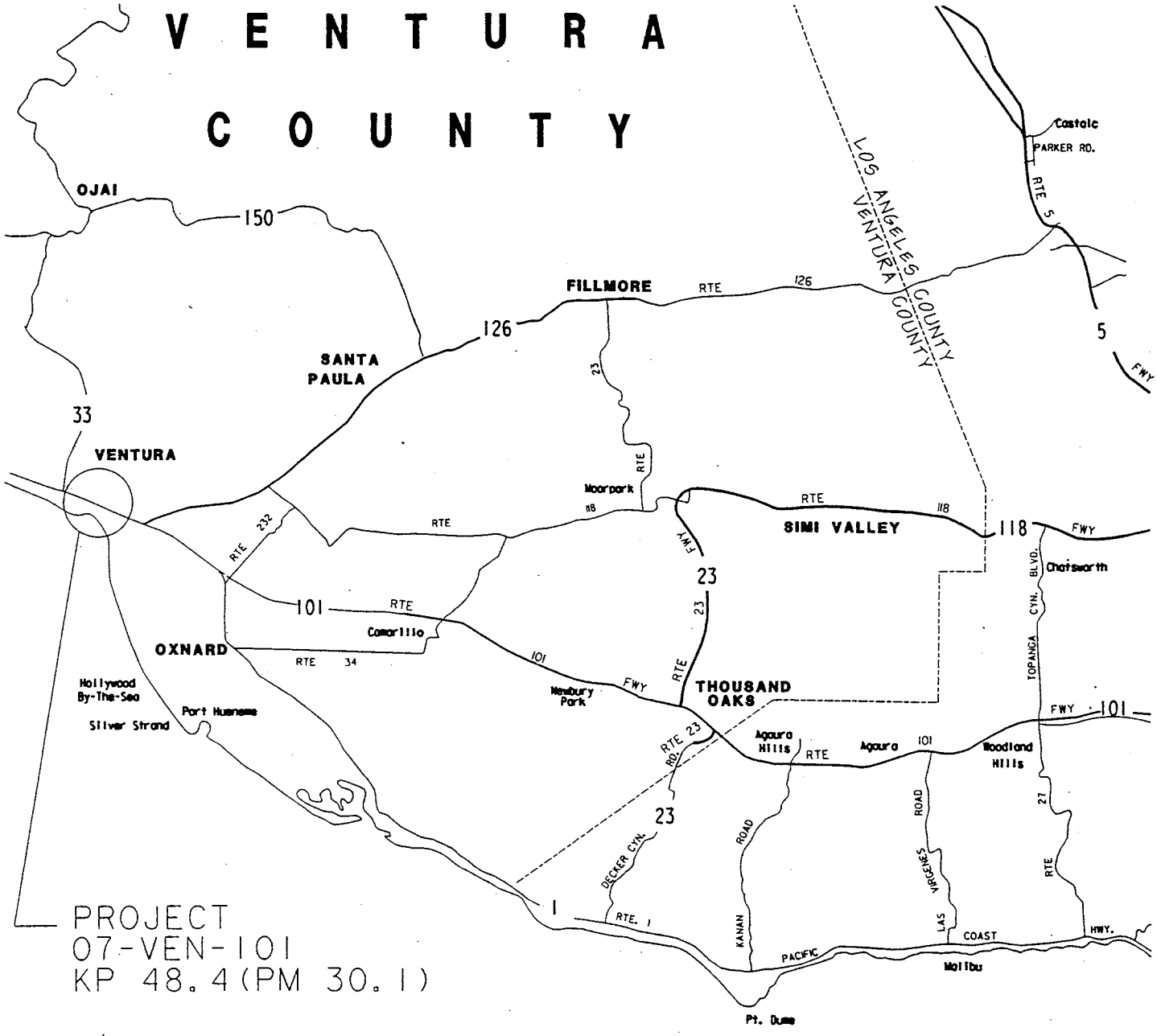

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07-VEN-101
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LOCATION MAP

ATTACHMENT A

ATTACHMENT B

LAYOUT PLANS

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS

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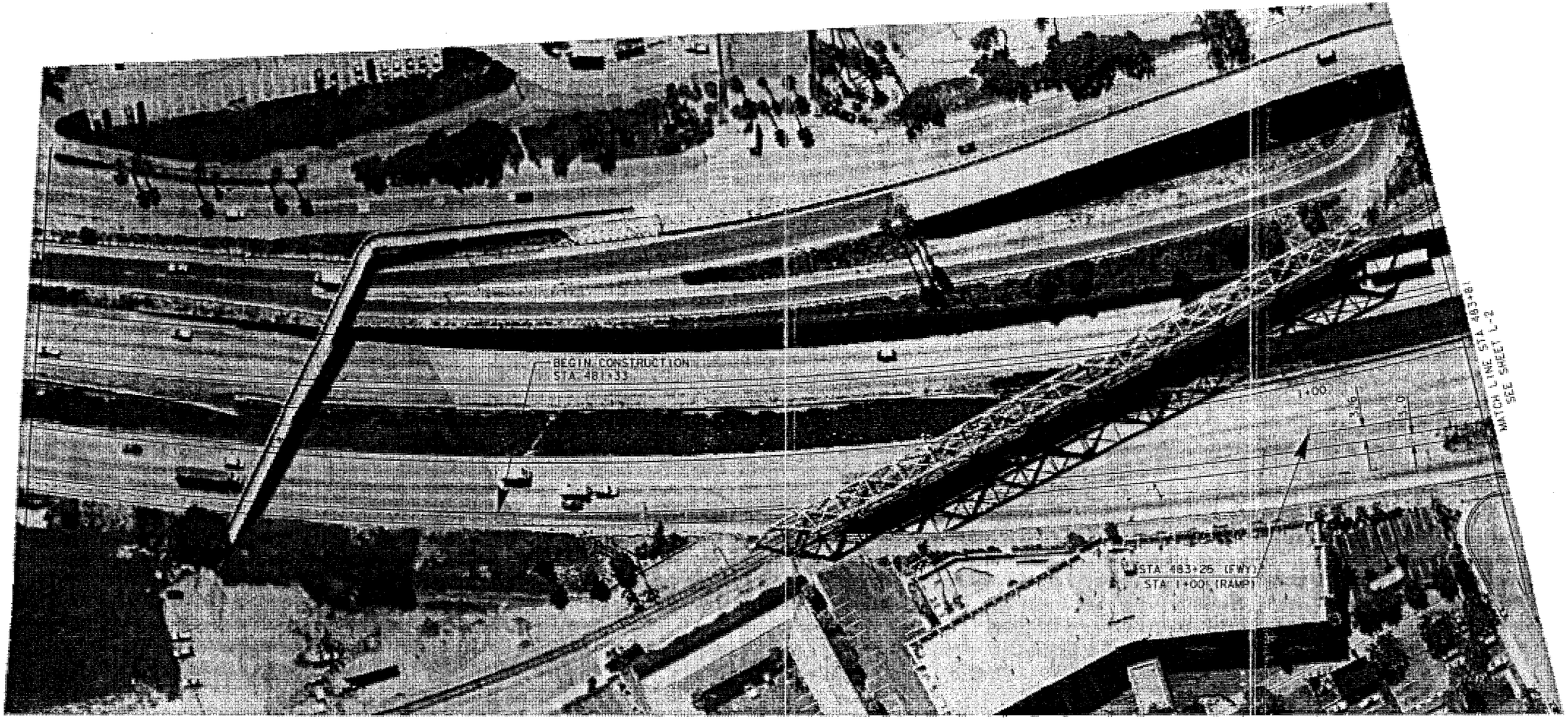

ALTERNATIVE 2
LAYOUTS
ATTACHMENT B
L-1

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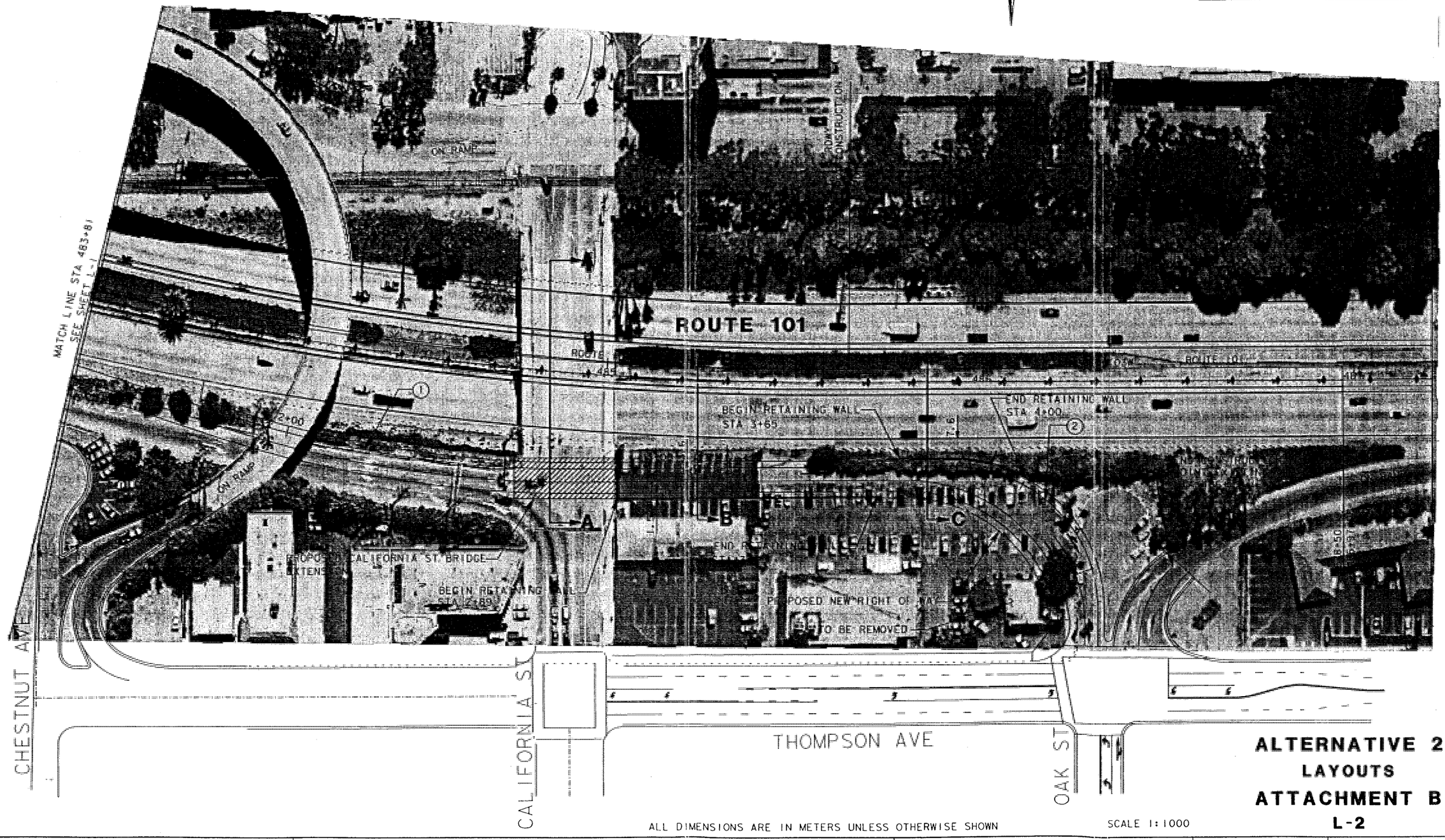

ALTERNATIVE 2
LAYOUTS
ATTACHMENT B
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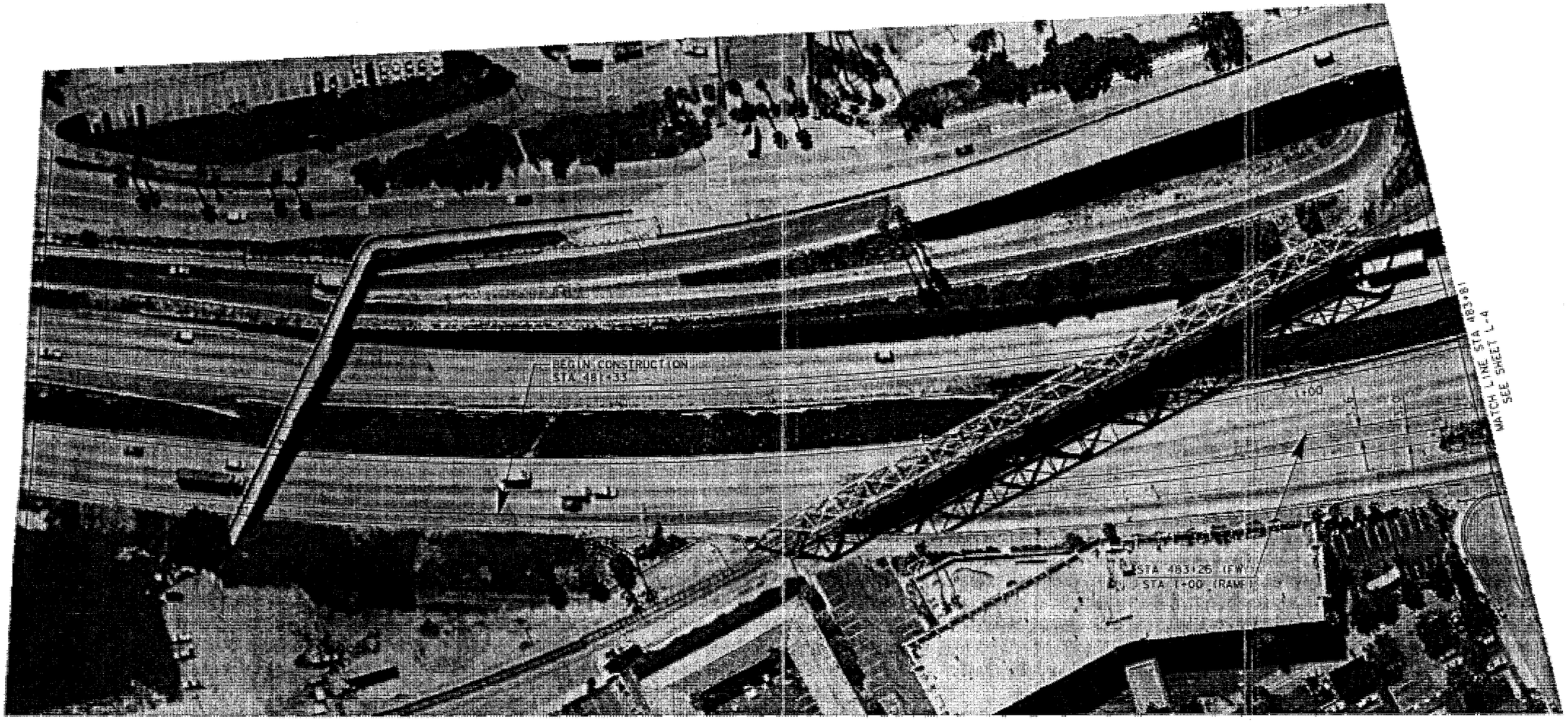

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ALTERNATIVE 3
LAYOUTS
ATTACHMENT B
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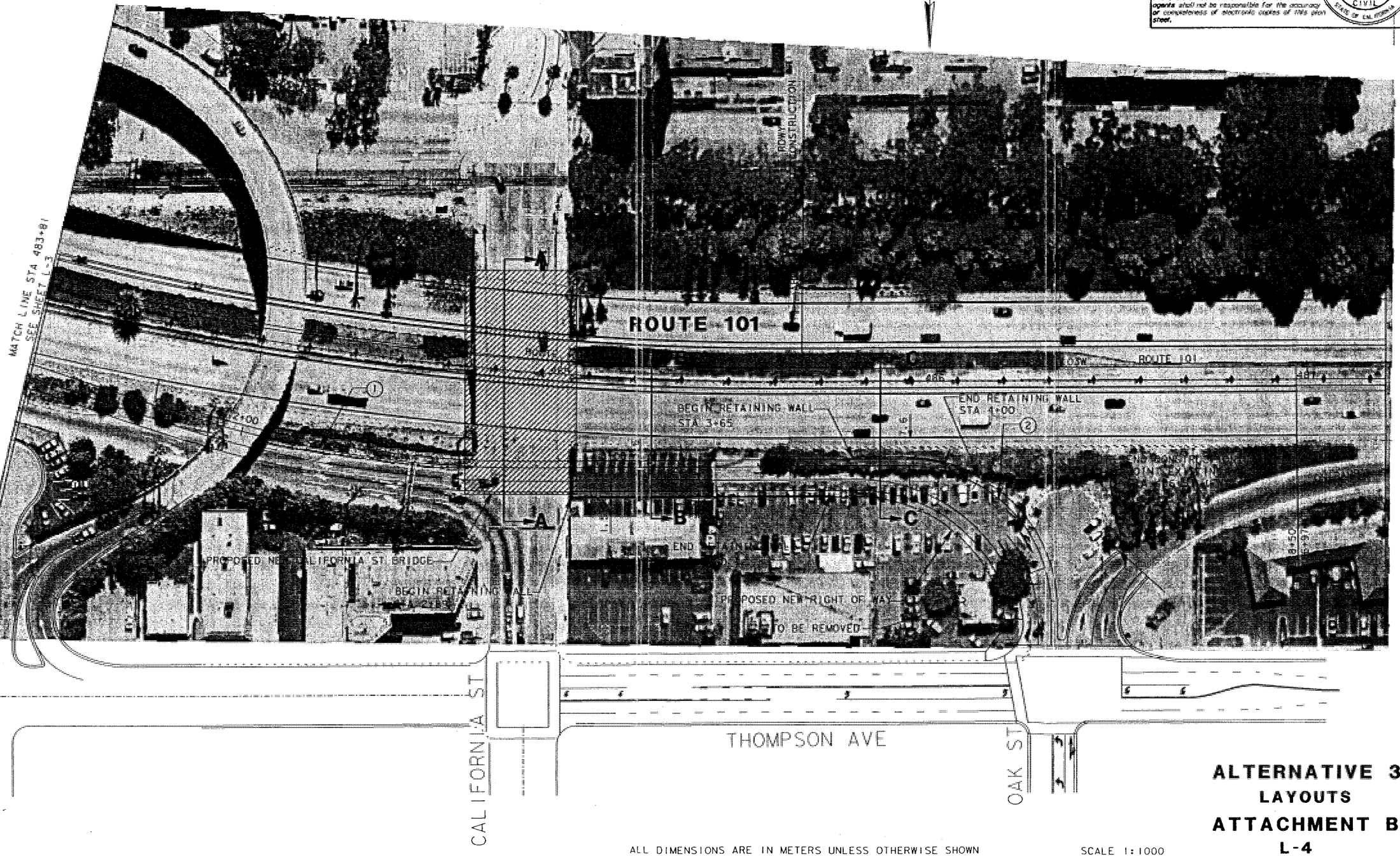

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ALTERNATIVE 3
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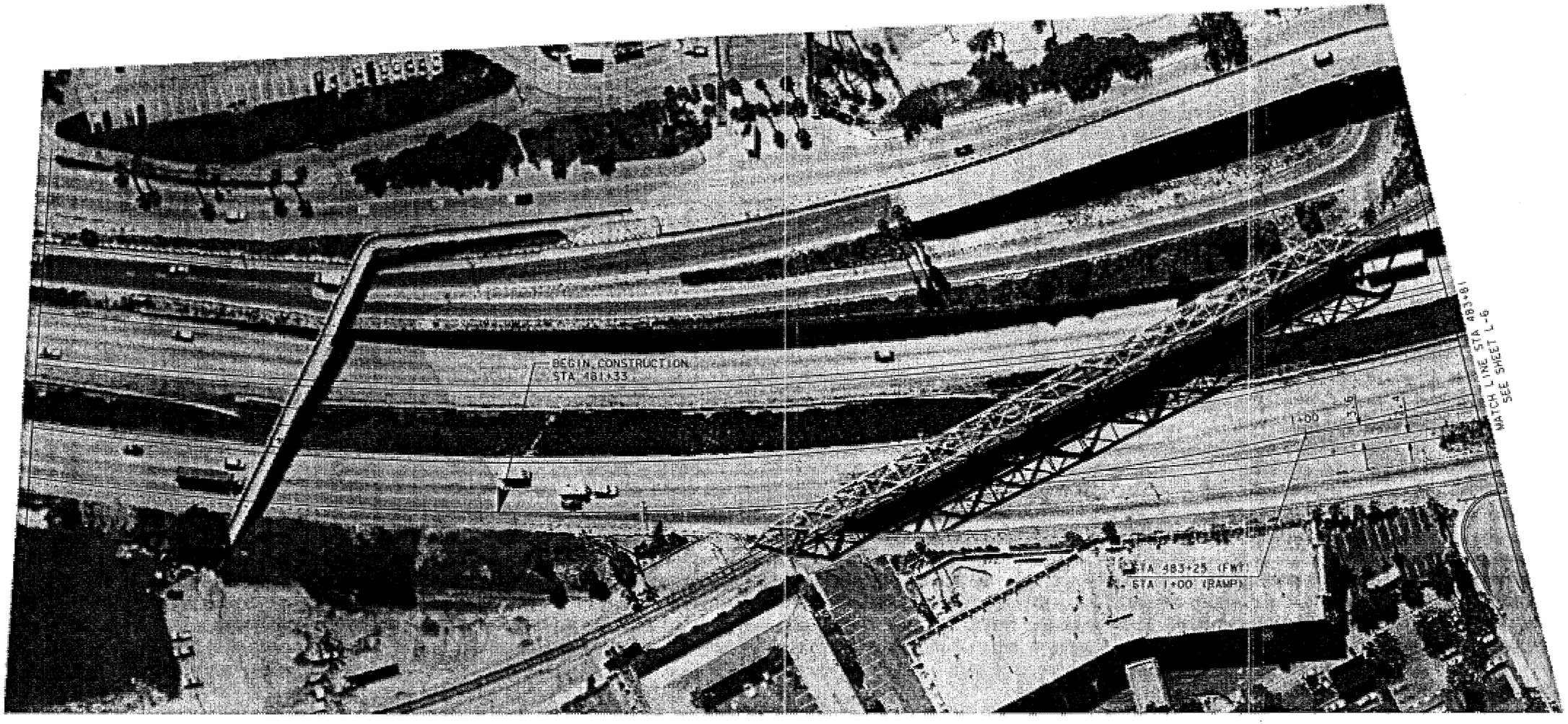

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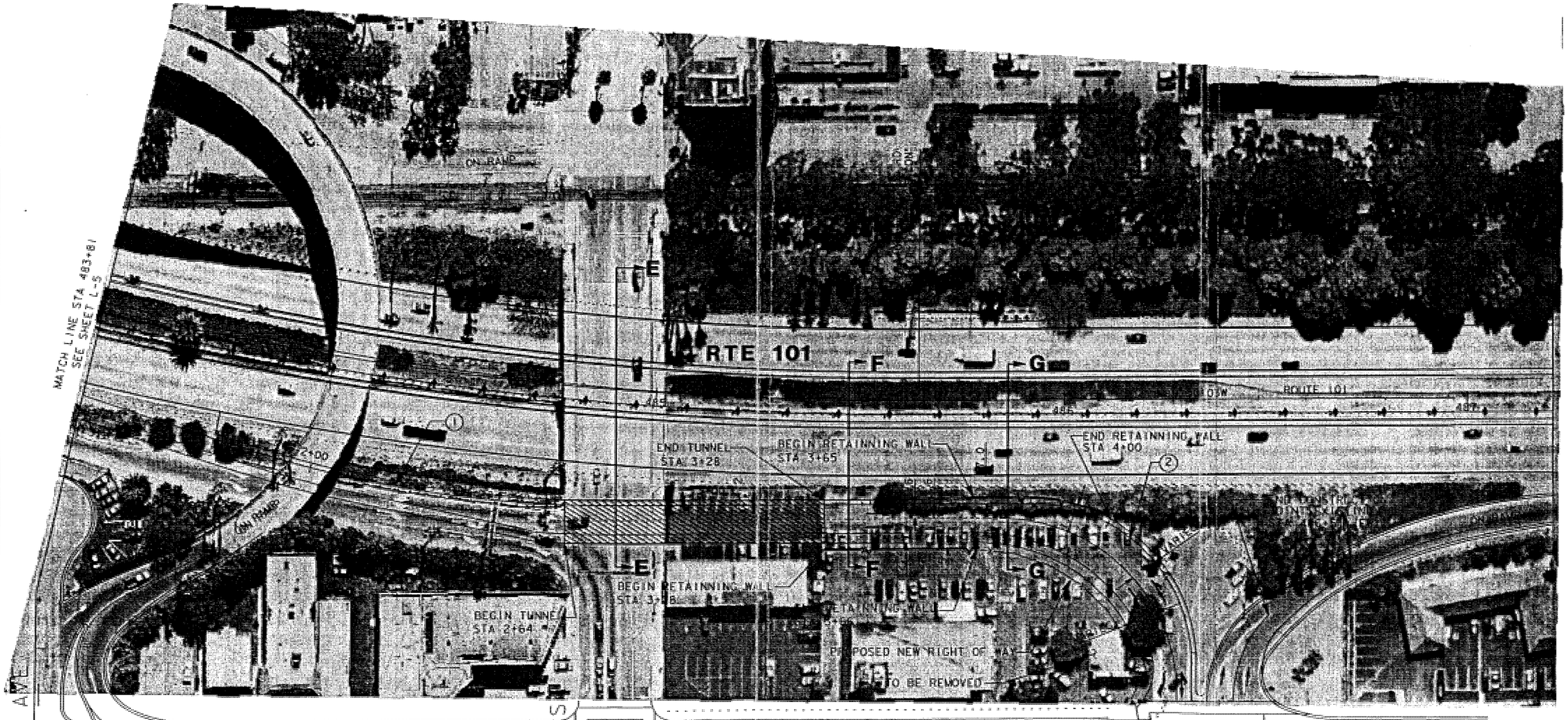

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ALTERNATIVE 4
LAYOUTS
ATTACHMENT B
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ATTACHMENT C

TYPICAL CROSS SECTIONS

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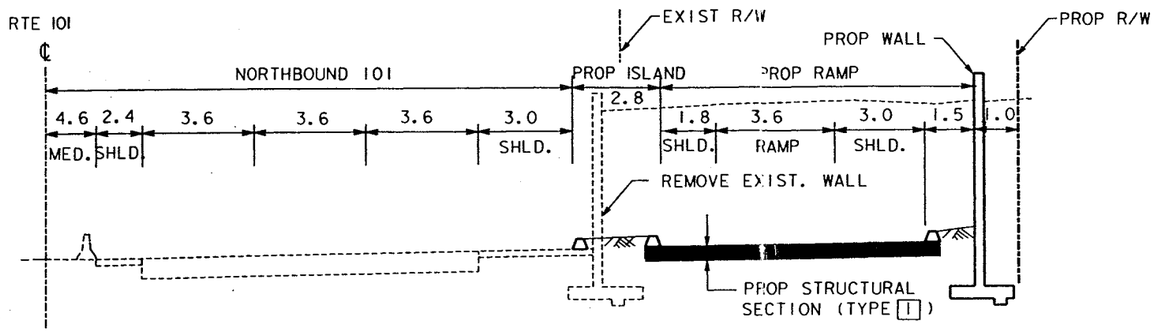
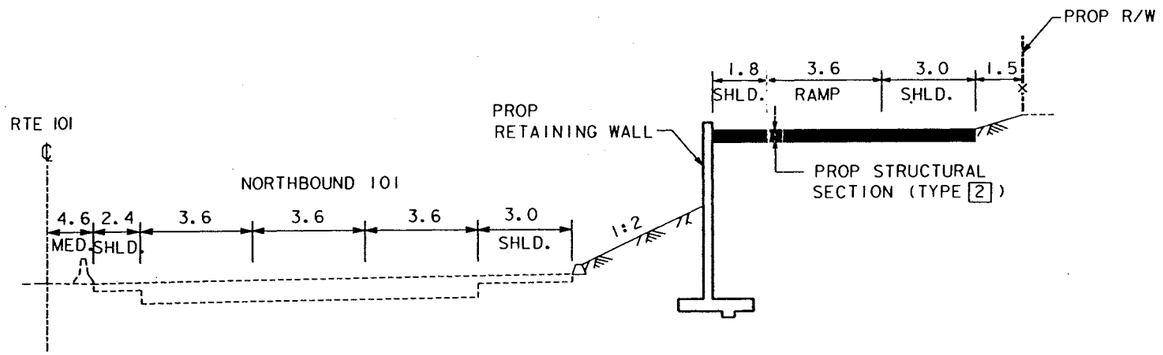


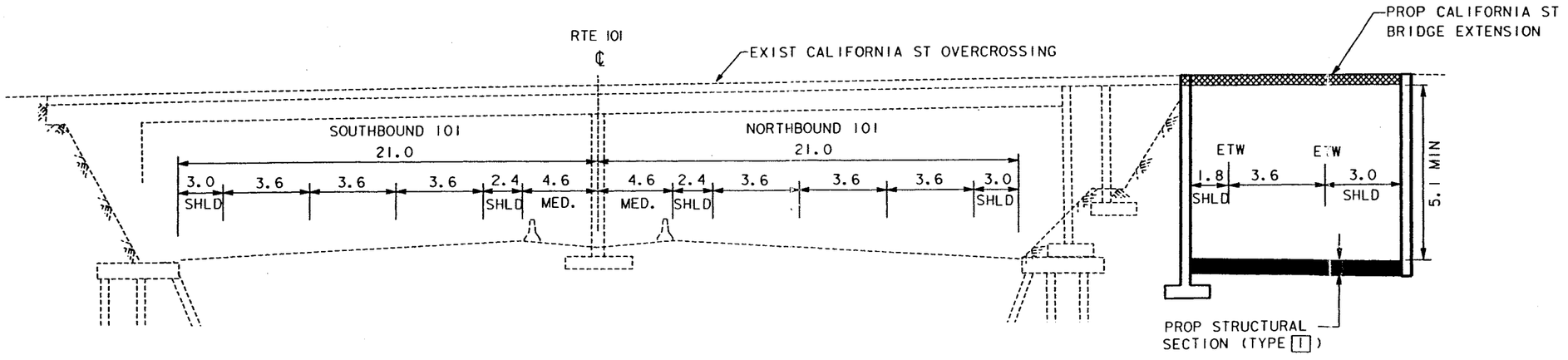
OAK STREET OFF-RAMP

SECTION B-B



OAK STREET OFF-RAMP

SECTION C-C



PROPOSED CALIFORNIA ST. BRIDGE EXTENSION

SECTION A-A

PROPOSED TYPICAL STRUCTURAL SECTIONS:

TYPE 1
- 150 mm Asphalt Concrete (AC) type B
- 150 mm Lean Concrete Base (LCB)
- 270 mm Aggregate Base (AB) class 3

TYPE 2
- 260 mm Priand Cement Concrete (PCC)
- 150 mm Lean Concrete Base (LCB)
- 105 mm Aggregate Base (AB) class 3

TYPICAL CROSS SECTIONS
ALTERNATIVE 2

NOT TO SCALE

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PROJECT ENGINEER: TRILLY NGUYEN

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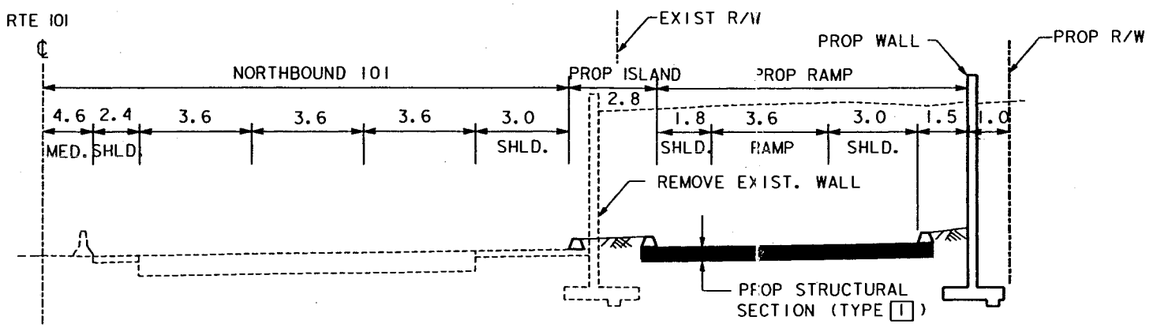
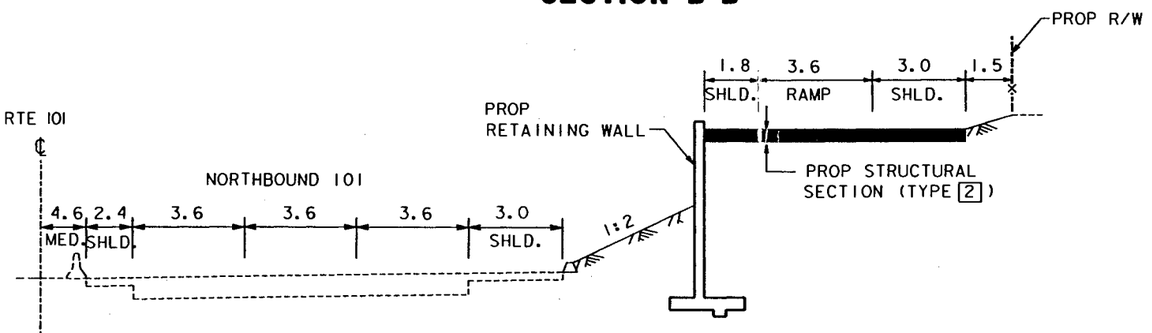
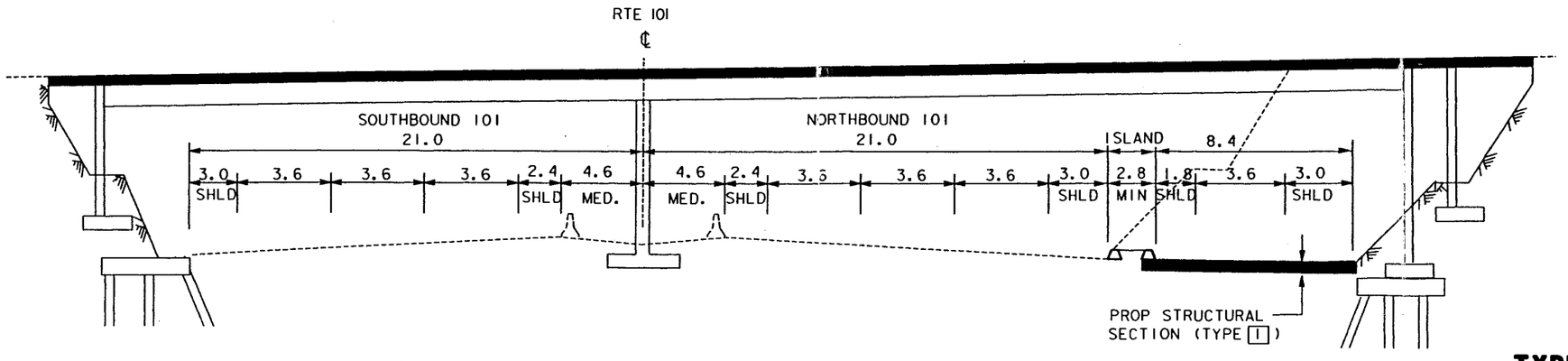


OAK STREET OFF-RAMP
SECTION B-B



OAK STREET OFF-RAMP
SECTION C-C



PROPOSED CALIFORNIA ST. OVERCROSSING
SECTION D-D

PROPOSED TYPICAL STRUCTURAL SECTIONS:

TYPE 1
- 150 mm Asphalt Concrete (AC) type B
- 150 mm Lean Concrete Base (LCB)
- 270 mm Aggregate Base (AB) class 3

TYPE 2
- 260 mm Prland Cement Concrete (PCC)
- 150 mm Lean Concrete Base (LCB)
- 105 mm Aggregate Base (AB) class 3

TYPICAL CROSS SECTIONS
ALTERNATIVE 3

NOT TO SCALE

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

Caltrans Metric

NO SCALE

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	101	48.5		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — CIVIL — STATE OF CALIFORNIA

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Cal-Trans now has a web site! To get to the web site, go to: http://tresc.dot.ca.gov

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER: TRILLY NGUYEN

STATE OF CALIFORNIA -- DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT STUDIES

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME =› $USER
DGN FILE =› $REQUEST

CU

EA 21070K

LAST REVISION 00-00-00 DATE PLOTTED =› $DATE TIME PLOTTED =› $TIME

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	101	48.5		

REGISTERED CIVIL ENGINEER

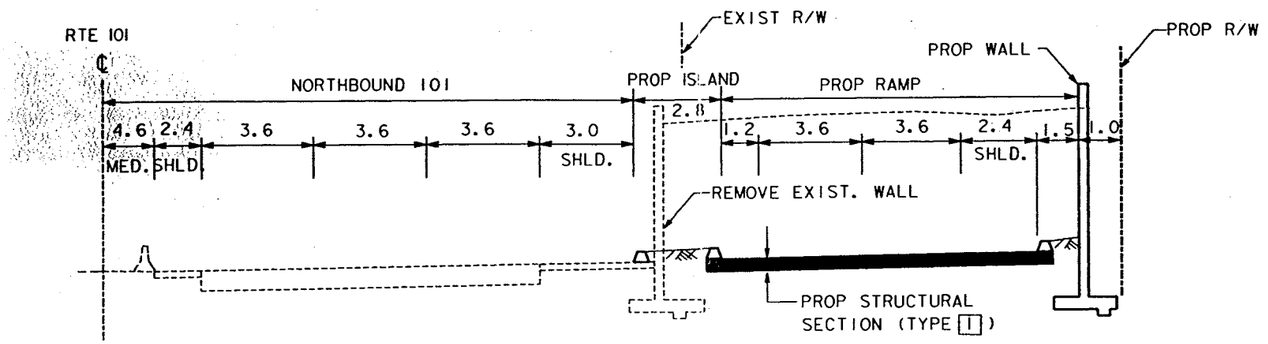
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Cal-Trans now has a web site! To get to the web site, go to: http://trescddt.ca.gov

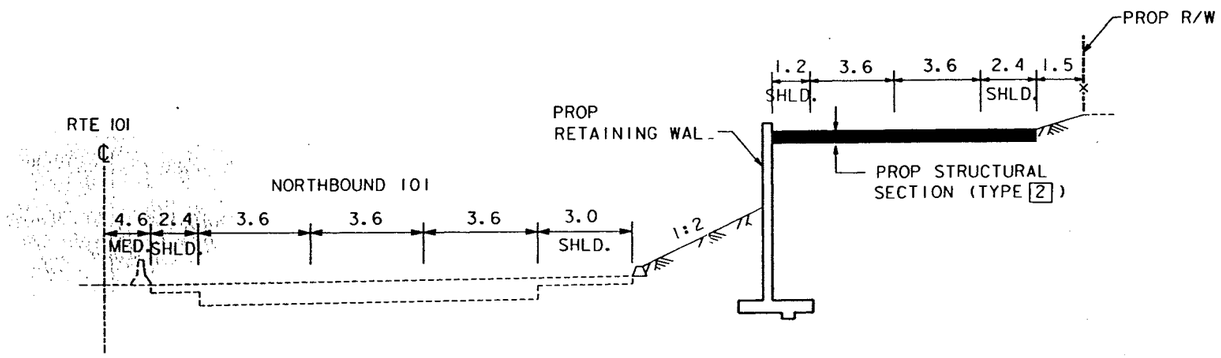
Caltrans Metric

NO SCALE



OAK STREET OFF-RAMP

SECTION F-F



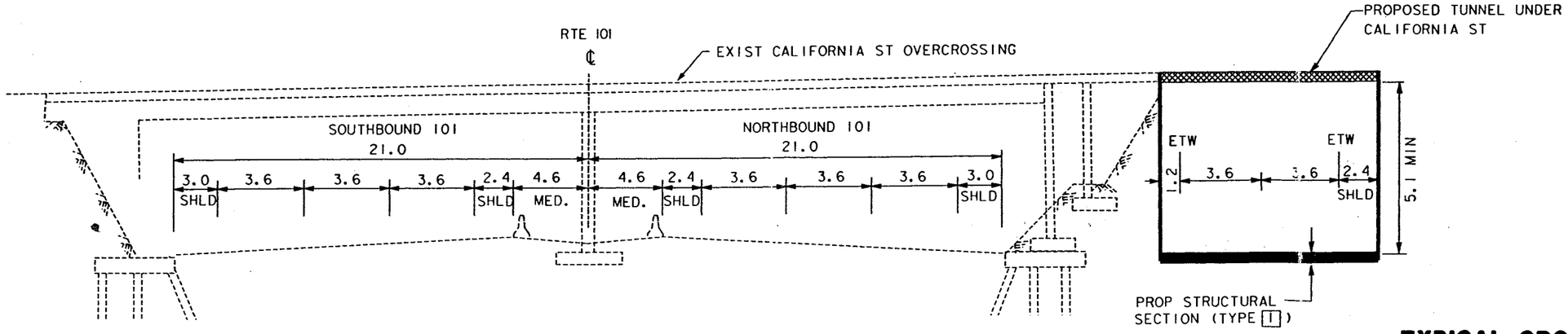
PROPOSED TYPICAL STRUCTURAL SECTIONS:

TYPE 1
- 150 mm Asphalt Concrete (AC) type B
- 150 mm Lean Concrete Base (LCB)
- 270 mm Aggregate Base (AB) class 3

TYPE 2
- 260 mm Prland Cement Concrete (PCC)
- 150 mm Lean Concrete Base (LCB)
- 105 mm Aggregate Base (AB) class 3

OAK STREET OFF-RAMP

SECTION G-G



PROPOSED TUNNEL UNDER CALIFORNIA ST.

SECTION E-E

TYPICAL CROSS SECTIONS
ALTERNATIVE 4

NOT TO SCALE

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER: TRILLY NGUYEN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT STUDIES

LAST REVISION 00-00-00

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER
DGN FILE => $REQUEST

CU

EA 21070K

ATTACHMENT D

PRELIMINARY PROJECT COST ESTIMATE

Caltrans Metric

Project Study Report
(Project Development Support) Cost Estimate

DIST-CO-RTE	7-VEN-101
KP(PM)	48.4 (30.1)
EA	21070K
Program Code:	HB4N

Project Description:

Limits: Between 07Km Southeast of Rte 33 Interchange and 0.9 Km Northwest of Vista Delmar Dr.

Proposed Improvement (Scope): Relocate Northbound California St. Off-Ramp to Oak St.

Alternate: 2

TOTAL ROADWAY ITEMS	$	8,500,000
TOTAL STRUCTURE ITEMS	$	2,300,000
SUBTOTAL CONSTRUCTION COSTS	$	10,800,000
RIGHT OF WAY ITEMS (Current Value)	$	1,034,807
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	11,834,807
USE	$	**11,840,000**

Reviewed by Program Manager

Signature _____ ALBERTO ANGELINI Phone No. _____ Date 2/7/01

Approved by Project Manager

Signature _____ MUMBIE FREDSON COLE Phone No. _____ Date 2/7/01

Alternative 2

ATTACHMENT D

DIST-CO-RTE	7-VEN-101
KP(PM)	48.4 (30.1)
EA	21070K

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	14,267	M3	$20.00	$285,340	
Clearing & Grubbing	1	LS	$50,000.00	$50,000	
Remove AC Pavement	3,796	M2	$7.00	$26,572	
Subtotal of Earthwork Items				$361,912	
Earthwork Contingencies					
Subtotal of Earthwork Items	$361,912	X	10.00% (x%)	$36,191	
				Subtotal Earthwork	$398,103

x% Use 10% if average fill height < 2 m; 15% if average fill height > 2 m and < 4 m;
20% if average fill height > 4 m and < 7 m; 30 % if average fill height > 7m.

Section 2 Pavement Structural Section

PCC Pavement	236	M2	$175.00	$41,300	
AC (type B)	1,244	TONN	$60.00	$74,640	
Lean Concrete Base	606	M3	$135.00	$81,810	
Aggregate Base (class	942	M3	$40.00	$37,680	
				Subtotal Pavement Structural Section	$235,430

Structural Section Contingencies

For a planning level cost estimate, due to the preliminary nature of traffic data, add a figure of 1.5 to the initial TI used to estimate a new pavement design.

For pavement overlays, assume a minimum of 35mm for any planned overlays when warranted by existing pavement conditions. If overlay recommendations are available, provide for an additional 15mm above the recommended overlay thickness to allow changes if needed at a later date.

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

Section 3 Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls (H=6.0m)	71	M	$6,050.00	$429,550	
Retaining Walls (H=3.0m)	35	M	$4,250.00	$148,750	
Remove Retaining Wall	1	LS	$50,000.00	$50,000	
Temp.Retaining Wall & Shoring	766	M2	$350.00	$268,100	
Other Specialty Items (including Landscaping / Irrigation)					
Irrigation Modification					
Salvage MBGR					
Install MBGR					
Hazardous Waste Mitigation Work	1	LS	$55,000.00	$55,000	
WPC and SWPPP	1	LS	$278,000.00	$278,000	
Traffic Management Plan (TMP)	1	LS	$900,000.00	$900,000	
Environmental Mitigation	1	LS	$318,000.00	$318,000	
Landscape Related Work	1	LS	$75,000.00	$75,000	
Pump Station	1	LS	$900,000.00	$900,000	
Fiber Optics Mitigation					
Resident Engineer Office Fund	1	LS	$60,000.00	$60,000	
Miscellaneous Electrical System	1	LS	$308,000.00	$308,000	
Gore Treatment					
Edgedrains					
Lump Sum Drainage Items	633,533	X	10.00%	$63,353	
Subtotal Sections 1-2			(10%)		
Lump Sum Traffic Items	633,533	X	20.00%	$126,707	
Subtotal Sections 1-2			(20%)		
			Subtotal Specialty Items		$3,980,460
Section 4 Minor Items			**SUBTOTAL SECTIONS 1-3**		$4,613,993
Subtotal Sections 1-3					
	$4,613,993	X	15.00%	$692,099	
			(15%)		
			TOTAL MINOR ITEMS		$692,099
			SUBTOTAL SECTIONS 1-4		$5,306,092

Alternative 2

ATTACHMENT D

DIST-CO-RTE	7-VEN-101
KP(PM)	48.4 (30.1)
EA	21070K

Section 5 Roadway Mobilization

Subtotal Sections 1-4

				Item Cost	Section Cost
	$5,306,092	X	10.00% (10%)	$530,609	
			TOTAL ROADWAY MOBILIZATION		$530,609

Section 6 Roadway Additions

			SUBTOTAL SECTIONS 1-5		$5,836,701

Supplemental

Subtotal Sections 1-5

$5,836,701	X	10.00% (10%)	$583,670	

Contingencies

Subtotal Sections 1-5

$5,836,701	X	35.00% (35%)*	$2,042,845	
		TOTAL ROADWAY ADDITIONS		$2,626,516
		TOTAL ROADWAY ITEMS (Total of sections 1-6)		$8,463,217
		USE		$8,500,000

Estimate Prepared By

LOI MAI	213-897-0100	12/5/00
(Print Name)	Phone #	Date

Estimate Prepared By

TRILLY NGUYEN	213-897-0097	12/5/00
(Print Name)	Phone #	Date

Alternative 2

ATTACHMENT D

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

II. STRUCTURES ITEMS

	STRUCTURE			
Bridge Name	California OC			
Structure Type				
Width (Replacement) - (m)				
Widening Width - (m)				
Span Lengths - (m)				
Total Area - (m^2)				
Footing Type (Pile/Spread)				
Cost Per m^2 (include 10% mobilization and 20% contingency)				
Total Cost for Structure	$2,298,000			
Removal Cost				

Railroad Related Costs

SUBTOTAL STRUCTURES ITEMS $2,298,000

SUBTOTAL RAILROAD ITEMS

TOTAL STRUCTURES ITEMS $2,298,000

COMMENTS:

USE 2,300,000

Estimate Prepared By	GERRARD HIGHT	916-498-8711	11/22/00
(If appropriate, attach additional pages a	Print Name	Phone #	Date

Alternative 2

ATTACHMENT D

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

III. RIGHT OF WAY

	Current Values (Future Use)	Escalation Rates	Escalated Values*
A. Acquisition, including excess lands, damages to remainder(s), and Goodwill	$771,965		$963,089
B. Utility Relocation (State share)	$256,500		$292,400
C. Clearance/Demolition			
D. RAP			
E. Title and Escrow Fees	$6,342		$7,912
F. CONSTRUCTION CONTRACT WORK			
TOTAL RIGHT OF WAY (CURRENT VALUES)**	$1,034,807		$1,263,401
		TOT. ESC. R/W	$1,034,807
Use	$1,034,807		

*Escalated to assumed year of advertising of

**Current total value for use on sheet 1 of 6

Estimate Prepared By | STEVE FLORES (Print Name) | 213-897-4831 Phone # | 10/11/00 Date

(If appropriate, attach additional pages and backup)

Alternative 2

ATTACHMENT D

Caltrans Metric

Project Study Report
(Project Development Support) Cost Estimate

DIST-CO-RTE	7-VEN-101
KP(PM)	48.4 (30.1)
EA	21070K
Program Code:	HB4N

Project Description:

Limits: Between 07Km Southeast of Rte 33 Interchange and 0.9 Km Northwest of Vista Delmar Dr.

Proposed Improvement (Scope): Relocate Northbound California St. Off-Ramp to Oak St.

Alternate: 3

TOTAL ROADWAY ITEMS	$	8,750,000
TOTAL STRUCTURE ITEMS	$	4,962,000
SUBTOTAL CONSTRUCTION COSTS	$	13,712,000
RIGHT OF WAY ITEMS (Current Value)	$	2,493,807
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	16,205,807
USE	$	**16,210,000**

Reviewed by Program Manager Signature _____ ALBERTO ANGELINI Phone No. _____ Date 2/7/01

Approved by Project Manager Signature _____ MUMBIE FREDSON COLE Phone No. _____ Date 2/7/01

Alternative 3

ATTACHMENT D

DIST-CO-RTE	7-VEN-101
KP(PM)	48.4 (30.1)
EA	21070K

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	14,267	M3	$20.00	$285,340	
Clearing & Grubbing	1	LS	$50,000.00	$50,000	
Remove AC Pavement	3,796	M2	$7.00	$26,572	
Subtotal of Earthwork Items				$361,912	
Earthwork Contingencies					
Subtotal of Earthwork Items	$361,912	X	10.00% (x%)	$36,191	
				Subtotal Earthwork	$398,103

x% Use 10% if average fill height < 2 m; 15% if average fill height > 2 m and < 4 m;
20% if average fill height > 4 m and < 7 m; 30 % if average fill height > 7m.

Section 2 Pavement Structural Section

PCC Pavement	236	M2	$175.00	$41,300	
AC (type B)	1,244	TONN	$60.00	$74,640	
Lean Concrete Base	606	M3	$135.00	$81,810	
Aggregate Base (class 3)	942	M3	$40.00	$37,680	
				Subtotal Pavement Structural Section	$235,430

Structural Section Contingencies

For a planning level cost estimate, due to the preliminary nature of traffic data, add a figure of 1.5 to the initial TI used to estimate a new pavement design.

For pavement overlays, assume a minimum of 35mm for any planned overlays when warranted by existing pavement conditions. If overlay recommendations are available, provide for an additional 15mm above the recommended overlay thickness to allow changes if needed at a later date.

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

Section 3 Specialty Items	Quantity	Unit	Unit Price	Item Cost	
Retaining Walls (H=6.0m)	71	M	$6,050.00	$429,550	Section Cost
Retaining Walls (H=3.0m)	35	M	$4,250.00	$148,750	
Remove Retaining Wall	1	LS	$50,000.00	$50,000	
Temp.Retaining Wall & Shoring	766	M2	$350.00	$268,100	
Other Specialty Items (including Landscaping / Irrigation)					
Irrigation Modification					
Salvage MBGR					
Install MBGR					
Hazardous Waste Mitigation	1	LS	$55,000.00	$55,000	
WPC and SWPPP	1	LS	$284,000.00	$284,000	
Traffic Management Plan (TMP)	1	LS	$900,000.00	$900,000	
Environmental Mitigation	1	LS	$318,000.00	$318,000	
Landscape Related Work	1	LS	$75,000.00	$75,000	
Pump Station	1	LS	$900,000.00	$900,000	
Fiber Optics Mitigation	1	LS	$150,000.00	$150,000	
Resident Engineer Office Fund	1	LS	$60,000.00	$60,000	
Miscellaneous Electrical System	1	LS	$308,000.00	$308,000	
Gore Treatment					
Edgedrains					
Lump Sum Drainage Items	633,533	X	10.00%	$63,353	
Subtotal Sections 1-2			(10%)		
Lump Sum Traffic Items	633,533	X	20.00%	$126,707	
Subtotal Sections 1-2			(20%)		
			Subtotal Specialty Items		$4,136,460
Section 4 Minor Items			**SUBTOTAL SECTIONS 1-3**		$4,769,993
Subtotal Sections 1-3					
	$4,769,993	X	15.00%	$715,499	
			(15%)		
			TOTAL MINOR ITEMS		$715,499
			SUBTOTAL SECTIONS 1-4		$5,485,492

Alternative 3

ATTACHMENT D

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

Section 5 Roadway Mobilization

Subtotal Sections 1-4

				Item Cost	Section Cost
	$5,485,492	X	10.00% (10%)	$548,549	
			TOTAL ROADWAY MOBILIZATION		$548,549
Section 6 Roadway Additions			**SUBTOTAL SECTIONS 1-5**		$6,034,041
Supplemental					
Subtotal Sections 1-5					
	$6,034,041	X	10.00% (10%)	$603,404	
Contingencies					
Subtotal Sections 1-5					
	$6,034,041	X	35.00% (35%)*	$2,111,914	
			TOTAL ROADWAY ADDITIONS		$2,715,319
			TOTAL ROADWAY ITEMS (Total of sections 1-6)		$8,749,360
			USE		$8,750,000

Estimate Prepared By

	Phone #	Date
LOI MAI	213-897-0100	12/5/00
(Print Name)		

Estimate Checked By

	Phone #	Date
TRILLY NGUYEN	213-897-0097	12/5/00
(Print Name)		

Alternative 3

ATTACHMENT D

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

II. STRUCTURES ITEMS

	STRUCTURE			
Bridge Name	California OC			
Structure Type				
Width (Replacement) - (m)				
Widening Width - (m)				
Span Lengths - (m)				
Total Area - (m^2)				
Footing Type (Pile/Spread)				
Cost Per m^2				
(include 10% mobilization and 20% contingency)				
Total Cost for Structure	$4,962,000			
Removal Cost				

Railroad Related Costs

SUBTOTAL STRUCTURES ITEMS $4,962,000

SUBTOTAL RAILROAD ITEMS

TOTAL STRUCTURES ITEMS $4,962,000

COMMENTS:

USE $4,962,000

Estimate Prepared By	GERRARD HIGHT	916-498-8711	11/22/00
(If appropriate, attach additional pages a	Print Name	Phone #	Date

Alternative 3

ATTACHMENT D

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

III. RIGHT OF WAY

	Current Values (Future Use)	Escalation Rates	Escalated Values*
A. Acquisition, including excess lands, damages to remainder(s), and Goodwill	$771,965		$963,089
B. Utility Relocation (State share)	$1,715,500		$1,815,700
C. Clearance/Demolition			
D. RAP			
E. Title and Escrow Fees	$6,342		$7,912
F. CONSTRUCTION CONTRACT WORK			
TOTAL RIGHT OF WAY (CURRENT VALUES)**	$2,493,807		$2,786,701
		TOT. ESC. R/W	$2,493,807
Use	$2,493,807		

*Escalated to assumed year of advertising of

**Current total value for use on sheet 1 of 6

Estimate Prepared By | STEVE FLORES (Print Name) | 213-897-4831 (Phone #) | 10/11/00 (Date)

(If appropriate, attach additional pages and backup)

Alternative 3

ATTACHMENT D

Project Study Report
(Project Development Support) Cost Estimate

DIST-CO-RTE	7-VEN-101
KP(PM)	48.4 (30.1)
EA	21070K
Program Code:	HB4N

Project Description:

Limits: Between 07Km Southeast of Rte 33 Interchange and 0.9 Km Northwest of Vista Delmar Dr.

Proposed Improvement (Scope): Relocate Northbound California St. Off-Ramp to Oak St.

Alternate: 4

TOTAL ROADWAY ITEMS	$	10,782,000
TOTAL STRUCTURE ITEMS	$	3,637,000
SUBTOTAL CONSTRUCTION COSTS	$	14,419,000
RIGHT OF WAY ITEMS (Current Value)	$	1,068,699
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	15,487,699
USE	$	**15,490,000**

Reviewed by Program Manager Signature _____ ALBERTO ANGELINI Phone No. _____ Date 2/7/01

Approved by Project Manager Signature _____ MUMBIE FREDSON COLE Phone No. _____ Date 2/7/01

Alternative 4

ATTACHMENT D

DIST-CO-RTE	7-VEN-101
KP(PM)	48.4 (30.1)
EA	21070K

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	14,267	M3	$20.00	$285,340	
Clearing & Grubbing	1	LS	$50,000.00	$50,000	
Remove AC Pavement	3,796	M2	$7.00	$26,572	
Subtotal of Earthwork Items				$361,912	
Earthwork Contingencies					
Subtotal of Earthwork Items	$361,912	X	10.00% (x%)	$36,191	
				Subtotal Earthwork	$398,103

x% Use 10% if average fill height < 2 m; 15% if average fill height > 2 m and < 4 m;
20% if average fill height > 4 m and < 7 m; 30 % if average fill height > 7m.

Section 2 Pavement Structural Section

PCC Pavement	236	M2	$175.00	$41,300	
AC (type B)	1,244	TONN	$60.00	$74,640	
Lean Concrete Base	606	M3	$135.00	$81,810	
Aggregate Base (class 3)	942	M3	$40.00	$37,680	
				Subtotal Pavement Structural Section	$235,430

Structural Section Contingencies

For a planning level cost estimate, due to the preliminary nature of traffic data, add a figure of 1.5 to the initial TI used to estimate a new pavement design.

For pavement overlays, assume a minimum of 35mm for any planned overlays when warranted by existing pavement conditions. If overlay recommendations are available, provide for an additional 15mm above the recommended overlay thickness to allow changes if needed at a later date.

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

Section 3 Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls (H=6.0m)	38	M	$6,050.00	$229,900	
Retaining Walls (H=3.0m)	35	M	$5,725.00	$200,375	
Remove Retaining Wall	1	LS	$50,000.00	$50,000	
Temp.Retaining Wall & Shoring	766	M2	$350.00	$268,100	

Other Specialty Items (including Landscaping / Irrigation)

Irrigation Modification					
Salvage MBGR					
Install MBGR					
Hazardous Waste Mitigation Work	1	LS	$55,000.00	$55,000	
WPC and SWPPP	1	LS	$350,000.00	$350,000	
Traffic Management Plan (TMP)	1	LS	$900,000.00	$900,000	
Environmental Mitigation	1	LS	$318,000.00	$318,000	
Landscape Related Work	1	LS	$75,000.00	$75,000	
Pump Station	1	LS	$900,000.00	$900,000	
Construct Tunnel	1	LS	$1,340,000.00	$1,340,000	
Resident Engineer Office Fund	1	LS	$60,000.00	$60,000	
Miscellaneous Electrical System	1	LS	$308,000.00	$308,000	
Gore Treatment					
Edgedrains					

Lump Sum Drainage Items	633,533	X	10.00%	$63,353	
Subtotal Sections 1-2			(10%)		
Lump Sum Traffic Items	633,533	X	20.00%	$126,707	
Subtotal Sections 1-2			(20%)		
			Subtotal Specialty Items		$5,244,435
Section 4 Minor Items			**SUBTOTAL SECTIONS 1-3**		$5,877,968
Subtotal Sections 1-3					
	$5,877,968	X	15.00%	$881,695	
			(15%)		
			TOTAL MINOR ITEMS		$881,695
			SUBTOTAL SECTIONS 1-4		$6,759,663

Alternative 4

ATTACHMENT D

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

Section 5 Roadway Mobilization

				Item Cost	Section Cost
Subtotal Sections 1-4					
	$6,759,663	X	10.00% (10%)	$675,966	
			TOTAL ROADWAY MOBILIZATION		$675,966
			SUBTOTAL SECTIONS 1-5		$7,435,630

Section 6 Roadway Additions

Supplemental					
Subtotal Sections 1-5	$7,435,630	X	10.00% (10%)	$743,563	
Contingencies					
Subtotal Sections 1-5	$7,435,630	X	35.00% (35%)*	$2,602,470	
			TOTAL ROADWAY ADDITIONS		$3,346,033
			TOTAL ROADWAY ITEMS (Total of sections 1-6)		$10,781,663
			USE		$10,782,000

Estimate Prepared By

	Phone #	Date
LOI MAI	213-897-0100	12/5/00
(Print Name)		

Estimate Checked By

	Phone #	Date
TRILLY NGUYEN	213-897-0097	12/5/00
(Print Name)		

Alternative 4

ATTACHMENT D

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

II. STRUCTURES ITEMS

	STRUCTURE
Bridge Name	California OC
Structure Type	
Width (Replacement) - (m)	
Widening Width - (m)	
Span Lengths - (m)	
Total Area - (m^2)	
Footing Type (Pile/Spread)	
Cost Per m^2	
(include 10% mobilization and 20% contingency)	
Total Cost for Structure	$3,637,000
Removal Cost	

Railroad Related Costs

SUBTOTAL STRUCTURES ITEMS $3,637,000

SUBTOTAL RAILROAD ITEMS

TOTAL STRUCTURES ITEMS $3,637,000

COMMENTS:

USE $3,637,000

Estimate Prepared By

	Phone #	Date
GERRARD HIGHT	916-498-8711	11/22/00

(If appropriate, attach additional pages Print Name

Alternative 4

ATTACHMENT D

DIST-CO-RTE 7-VEN-101

KP(PM) 48.4 (30.1)

EA 21070K

III. RIGHT OF WAY

	Current Values (Future Use)	Escalation Rates	Escalated Values*
A. Acquisition, including excess lands, damages to remainder(s), and Goodwill	$805,715		$1,005,194
B. Utility Relocation (State share)	$256,500		$292,400
C. Clearance/Demolition			
D. RAP			
E. Title and Escrow Fees	$6,484		$8,089
F. CONSTRUCTION CONTRACT WORK			
TOTAL RIGHT OF WAY (CURRENT VALUES)**	$1,068,699		$1,305,683
		TOT. ESC. R/W	$1,068,699
Use	$1,068,699		

*Escalated to assumed year of advertising of

**Current total value for use on sheet 1 of 6

Estimate Prepared By

	Phone #	Date
STEVE FLORES	213-897-4831	10/11/00
(Print Name)		

(If appropriate, attach additional pages and backup)

Alternative 4

ATTACHMENT D

ATTACHMENT E

DESIGN SCOPING CHECKLIST

Caltrans Metric

Design Scoping Checklist

Project Information

District 07 County LA Route VEN Kilometer Post (Post Mile) 48.4 (30.1) EA 21070K

Description: Relocate the northbound California Street Off-Ramp Oak Street

Project Manager Mumbie Fredson Cole Phone # (213) 897-9355

Project Engineer Trilly Nguyen Phone # (213) 897-0097

Design Functional Manager Mohamed Ahmed Phone # (213) 897-5975

Project Development Coordinator JD Bamfield Phone # (213) 897-0384

Design Scoping

Describe and identify in the following sections a general description of all improvements anticipated as part of the project scope. Analyze the existing highway system and identify improvements necessary to solve the transportation problem. The design improvements should be discussed in sufficient detail to identify the project's major geometric features. Also discuss in detail any planned roadbed widths that are less than standard widths. Address roadside improvements. Discuss any design issues that may be controversial during development of the environmental document. Design Concept Approval must be obtained from the Project Development Coordinator.

ATTACHMENT E

Project Screening

Attach the project location map to this checklist to show location of all design improvements anticipated.

1. Project Description as Noted in Regional Transportation Plan: Not listed in RTP

2. Project Setting in the City of San Buenaventura, Ventura County, between 0.7 km southeast of Route 33 Interchange and 0.9 km northwest of Vista Del Mar Dr.

   Rural or Urban Urban

   Current land uses Land requires R/W acquisition (commercial)

   Adjacent land uses commercial, light industry
   (industrial, light industry, commercial, agricultural, residential, etc.)

   Existing landscaping/planting Dense mature landscape

Description of the Transportation Problem

Due to heavy traffic volumes that use the California Street off-ramp and a signalized intersection (California/Thompson) within 100 feet of the ramp terminus, this area is congested throughout most of the day, especially in the summer. Traffic sometimes queues onto the freeway. Also, with constant stream of vehicles coming off the ramp onto California Street, it has become more difficult for vehicles to travel northbound from the ocean front to Downtown. In addition to heavy vehicular traffic on California Street, the pedestrian crossing is currently closed on the east side of California Street bridge. As a result, pedestrians and bicyclists must use the west side of California Street for access from the Downtown Business District to the beachfront.

Proposed Scope of Work

This Project Study Report-Project Development Support (PSR-PDS) proposes to modify the northbound California off-ramp by reconstructing a new northbound off-ramp through the California St. Overcrossing and continue to Oak Street.

Design Criteria

Design Speed for highway facilities within the project limit?

Freeway 40-80 km/h (ramp) Highway _____ Local Street_____

Design Period: Construction year is? 2004/2005 Design year is? 2025

Design Capacity: Level of Service to be maintained over the design period is?

Mainline _____ Ramp D Local Street B Weaving Sections _____

Design Vehicle Selection?

STAA_____ California ✓ Bus_____

Proposed Roadbed and Structure Widths

Forecasted Average Daily Traffic Volumes 16,000 (YEAR 2025)

	Roadbed Width		Structure Width	
	Proposed	Standard	Proposed	Standard
State highway				
Lane Widths	3.6 m	3.6 m	3.6 m	3.6 m
Left Shoulder	1.2/1.8 m	1.2 m	1.2/1.8 m	1.2 m
Right Shoulder	2.4/3.0 m	2.4 m	2.4/3.0 m	2.4 m
Median Width				
Bicycle Lane				
Local Street				
Lane Widths				
Left Shoulder				
Right Shoulder				
Median Width				
Bicycle Lane				

Any proposed roadbed widths less than standard should be discussed with the Project Development Coordinator to determine if the proposed non-standard feature results in a feasible project alternative for further study during preparation of the environmental document.

Roadway Design Scoping

Mainline Operations

Mainline Highway Widening
Existing pavement to be rehabilitated with _____ mm overlay.
Widen existing _____ lane facility to _____ lanes. R/W acquisition for _____ lanes.
Local street structures to span _____ lanes of highway (for future requirements).
Upgrade existing facility to: ❑ Controlled Access Conventional Highway
❑ Expressway Standards ❑ Freeway Standards
❑ Vertical Clearance Deficiencies ❑ Adequate Falsework Clearance

Ramp / Street Intersection Improvements

✓New Signals
✓Right Turn Lanes
❑ Merging Lanes
✓Left Turn Lanes
❑ Interchange Spacing
✓ Intersection Spacing
✓Modify Signals
❑ Widening For Localized Through Lanes
❑ Deceleration / Acceleration Lanes
❑ > 300 Left Turn Vph (Requires Double Left Turn)
❑ Ramps Intersect Local Street < 4 % Grade
✓Single Lane Ramps Exceeding 300 M Widened To Two Lanes
❑ Exit Ramps > 1,500 Vph Designed As Two Lane Exit

✓Other: Construct a new Northbound off-ramp through the California Street Overcossing and continue to Oak Street

Operational Improvements

Truck Climbing Lane
❑ Sustained Grade Exceeding 2% And Total Rise Exceeds 15 M.
Auxiliary Lanes
❑ When , 600 M Between Sucessive On-Ramps.
❑ Two Lane Exit Ramps Have 400 M Auxiliary Lane.
✓Weaving < 500 M between Off-Ramp and On-Ramp.
❑ Other_____

Right of Way Access Control

❑ Existing access control extends at least 15 m beyond end of curb return, radius or taper.
❑ New construction access control extends at least 30 m (urban areas) or 100 m (rural areas) beyond end of curb returns, radius or taper.
❑ Other_____

Roadside Design Scoping

Highway Planting

- ❑ Replacement
- ❑ Median
- ❑ Mitigation

Safety

- ❑ Off-Freeway Access
- ❑ Maintenance Vehicle Pull-Out

Roadside Management

- ❑ Slope paving
- ❑ Gore paving
- ❑ Roadside paving

Stormwater

- ❑ Erosion control
- ❑ Drainage
- ❑ Slope design

Preliminary Evaluation provided by:

Project Engineer _____ **Date** 11/27/00

Design Manager _____ **Date** 11/27/00

Design Concept approved by:

Project Development Coordinator _____ **Date** 11/30/00

Reviewed by:

Project Manager _____ **Date** 11/30/00

ATTACHMENT F

ENVIRONMENTAL SCOPING CHECKLIST

Environmental Scoping Checklist

Project Information

District 07 County VEN Route 101 Kilometer Post (Post Mile) 48.4 (30.1) EA 21070K

Description Construct a New Northbound off-ramp through the California St. Overcrossing and continue to Oak St.

Project Manager Mumbie Fredson Cole Phone # (213) 897-9355

Project Engineer Trilly Nguyen Phone # (213) 897-0097

Design Function Manager Mohamed Ahmed Phone # (213) 897-5975

Environmental Functional Manager Cathy Wright Phone # (213) 897-0687

Environmental Scoping

Describe in the following sections the potential inventory of environmental resources and identify any project environmental issues. Are there potential adverse impacts that would affect the viability of alternatives? Describe the type of environmental document to be prepared for CEQA review and identify who should be the lead agency. When a Negative Declaration is the type of environmental determination anticipated, it should be qualified with "... because significant impacts to resources can be mitigated to non-significance with cost-effective measures. More detailed studies may change this conclusion." The environmental issues should be discussed in sufficient detail to determine if extensive studies or lengthy processes that affect schedules are involved. Describe the type of environmental document for compliance with NEPA when involved. If the highway work is to be part of a larger overall local agency development EIR, what steps are needed for any required FHWA approvals? An identification of the permits that may have significant impact on the proposal is necessary. Any proposed mitigation that requires R/W cost or time to develop or negotiate must be identified. The Project Study Report (Environmental Only) must also discuss whether the proposal complies with the requirements of the 1990 Federal Clean Air Act.

Anticipated Environmental Approval

	CEQA		NEPA
❑	Categorical/Statutory Exemption	❑	Categorical Exclusion
✓	Negative Declaration	✓	Finding of No Significant Impact
❑	Environmental Impact Report	❑	Environmental Impact Statement

Why? Impacts will be mitigated to less than significant.

Project Screening

Attach the project location map to this checklist to show location of all known and/or potential hazardous waste, cultural (not archaeological) and biological sites identified. (Include any work with drainage and/or waterways).

1. Project Features: New R/W? Yes Excavation? Yes Railroad Involvement? No

   Structure demolition/modification? Yes Subsurface utility relocation? Yes
2. Project Setting

   Rural or Urban Urban

   Current land uses Commercial, Coastal

   Adjacent land uses
   (industrial, light industry, commercial, agricultural, residential, etc.)

   Existing landscaping/planting Yes

Cultural Resources Screening

1. Check federal, State, and local environmental records and databases as necessary, to see if any known cultural resources site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project. (Do NOT show location of archaeological sites on the map.)

2. Conduct Field Inspection. Date 10/27/00

3. Other comments and/or observations: Currently, there are no direct or indirect impacts to the prerecorded archaeology resources as a result of the project alternatives. Alternative 4 requires phase III archaeologist report.

Hazardous Waste Screening

Is the project on the HW Study Minimal-Risk Projects List (HW1)? _____

1. Check federal, State, and local environmental and health regulatory agency records as necessary, to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project.

2. Conduct Field Inspection. No · Date _____ Use the attached map to locate potential or known HW sites.

   STORAGE STRUCTURES / PIPELINES:

   Underground tanks Yes Surface tanks No
   Sumps No Ponds No
   Drums No Basins No
   Transformers No Landfill No
   Other _____

   CONTAMINATION: (spills, leaks, illegal dumping, etc.)

   Surface staining No Oil sheen No
   Odors No Vegetation damage No
   Aerial lead Yes Other _____

   HAZARDOUS MATERIALS: (asbestos, lead, etc.)

   Structures Yes Spray-on fireproofing No
   Pipe wrap/Asbestos Cement Pipe Yes Friable tile No
   Yellow thermoplastic paint Yes Serpentine No
   Lead paint Yes Other _____

3. Additional record search, as necessary, of subsequent land uses that could have resulted in a hazardous waste site. Use the attached map to show the location of potential hazardous waste sites.

4. Other comments and/or observations: Lead Paints will cost $5-$7 to remove and dispose. A site investigation will cost $4000-$6000. Lead compliance Plan will cost $4500.

Determination: Does the project have potential hazardous waste involvement? Yes If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Preliminary Site Investigation? Yes If "YES", then give an estimate of additional time require: 90 days

Biological Resources Screening

1. Check federal, State, and local environmental records as necessary, to see if any known sensitive biological habitat or wetlands site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project.

2. Conduct Field Inspection. No Date _____ Use the attached map to locate potential or known endangered species, natural resource or wetland sites.

3. Other comments and/or observations: Due to numerous trees within the project area, the work could be restricted to non-nesting season (October- March) , if nesting-Bird are present.

Environmental Technical Reports or Studies Required Anticipated

	Study/ Report	Document Text Only	Not Anticipated
Community Impact Study	✓	❑	❑
Farmland	❑	❑	✓
Visual Resources	✓	❑	❑
Water Quality	✓	❑	❑
Floodplain Evaluation	✓	❑	❑
Noise Study	✓	❑	❑
Air Quality Study	✓	❑	❑
Other			
_____	❑	❑	❑
_____	❑	❑	❑
Cultural			
ASR	✓	❑	❑
HSR	✓	❑	❑
HASR	✓	❑	❑
HPSR	✓	❑	❑
Section 106 / SHPO	✓	❑	❑
Section 4(f) Evaluation	❑	❑	✓
Other			
_____	❑	❑	❑
_____	❑	❑	❑

	Study/ Report	Document Text Only	Not Anticipated
Hazardous Waste			
ISA (Additional)	☑	☐	☐
PSI	☐	☐	☑
Other			
SI	☑	☐	☐
	☐	☐	☐
		No. Of	
Biological			
Endangered Species (Federal) ____	☐	☐	☑
Endangered Species (State) ____	☐	☐	☑
Biological Opinion / USFWS	☐	☐	☑
Wetlands	☐	☐	☑
401 Permit Coordination	☐	☐	☑
404 Permit Coordination ____	☐	☐	☑
1601 Permit Coordination	☐	☐	☑
NPDES Coordination	☑	☐	☐
Natural Environment Study	☑	☐	☐
Biological Assessment	☐	☐	☑
NEPA 404 Coordination	☐	☐	☑
Other			
	☐	☐	☐
	☐	☐	☐

Anticipated Project Mitigation

Discuss any known likely mitigation requirements and coordination based on similar projects and experience with resource agencies within the project vicinity:

This project will need Haz. Mat. & Archaeological Mitigation.

Estimate of Project Mitigation Costs Are: $ 363,030.00

Hazardous Waste Scoping by George T. Galbraith **Date** 11/27/00

Biological Scoping by Paul Cuffon **Date** 11/27/00

Cultural Scoping by [signature] **Date** 11/27/00

Reviewed by Ron Kaminski **Date** 11/27/00

Environmental Planning Office Chief

California Street Ramp Modification Project
Preliminary Environmental Assessment Report
Environmental Scoping Checklist

Project Information

District: 07 **County:** VEN **Route:** 101 **Kilometer Post** (Post Mile): R48.52 (R30.15) **EA 21070K**

Description:
The California Department of Transportation (Caltrans), District 7, is proposing to modify the California Street off-ramp in the City of San Buenaventura.

Purpose and Need:
The purpose of this project is to relieve the congestion and improve safety on U.S. 101 and the California Street off-ramp. California Street is one of the few connections to downtown San Buenaventura and the beach. Due to heavy traffic volumes that use the California Street off-ramp and a signalized intersection (California Street and Thompson Boulevard) within 100 feet of the ramp's terminus, this area is congested throughout most of the day. The signalized intersection along with the short off-ramp causes storage problems that back up on the Highway.

In addition to heavy vehicular traffic on California Street, pedestrians and bicyclists also use California Street to access downtown and the beach. The current configuration of the off-ramp prohibits the use of the east side of California Street for the pedestrian or bicyclist traffic. As a result, pedestrians and bicyclists must use narrow facilities on the west side of California Street.

Alternatives:
Alternative 1

The "no action" alternative will not satisfy the project goals.

Alternative 2 proposes to:
1. Construct a new northbound off-ramp under the California Street overcrossing and continue to Oak Street.
2. California Street overcrossing would be modified to extend over the new ramp location.

ATTACHMENT F

Alternative 3 proposes to:

1. Construct a new northbound off-ramp under the California Street overcrossing and continue to Oak Street.
2. A new California Street overcrossing would be constructed to widen the abutment to accommodate the new ramp location.

Alternative 4 proposes to:

1. Construct a new northbound off-ramp under the California Street overcrossing and continue to Oak Street.
2. Construct an approximately 65 meters long tunnel adjacent to the California Street overcrossing.

Project Manager:	Mumbie Fredson-Cole	Phone #: (213) 897-9355
Project Engineer:	Mohamed Ahmed	Phone #: (213) 897-5975
Environmental Planner:	Rich Galvin	Phone #: (213) 897-1090

Environmental Scoping

The purpose of the Environmental Scoping Checklist is to determine what type of environmental document needs to be prepared and to develop a schedule of the detailed environmental reports to be made subsequent to this stage. This is to ensure that the environmental issues and resources are identified at the time of the Project Study Report. Environmental studies are prepared to make a tentative determination if any project impacts are likely to be significant. This level of study needs to be expanded so that environmental issues are defined and impacts on resources determined.

Reports based on these studies may be prepared to summarize results. This information is used to determine what type of environmental document needs to be prepared.

Anticipated Environmental Approval

CEQA		NEPA	
☐	Categorical/Statutory Exemption(CE)	☐	Categorical Exclusion (CE)
☒	Negative Declaration (ND)	☒	Finding of No Significant Impact
☐	Environmental Impact Report (EIR)	☐	Environmental Impact Statement

The anticipated environmental document for the proposed project is an Initial Study/Environmental Assessment leading to a mitigated Negative Declaration/Finding of No Significant Impacts.

The anticipated environmental document will require 18 months to complete due to the technical reports required for proper environmental documentation.

PSR Summary Statement: (Environmental Issues for each Alternative)

Alternative 1: No environmental issues.

Alternative 2: The environmental issues concerning alternative 2 are:
1. Costs of disposing of aerially deposited lead (ADL) contaminated soils
2. Historic Structures that may be within the Area of Potential Effect
3. If nesting birds are discovered during surveys, project work activities may be restricted in order to accommodate the nesting season (March 1 to September 1).
4. This alternative has the potential of disturbing cultural resources within the project area, but currently there are no direct or indirect impacts to previously recorded archaeological resources as a result of the project alternatives.

See Section V for studies and technical reports anticipated.

Alternative 3: The environmental issues concerning alternative 3 are:
1. Costs of disposing of aerially deposited lead (ADL) contaminated soils
2. Historic Structures that may be within the Area of Potential Effect
3. If nesting birds are discovered during surveys, project work activities may be restricted in order to accommodate the nesting season (March 1 to September 1).
4. This alternative has the potential of disturbing cultural resources within the project area, but currently there are no direct or indirect impacts to previously recorded archaeological resources as a result of the project alternatives.

See Section V for studies and technical reports anticipated.

Alternative 4: The environmental issues concerning alternative 2 are:
1. Costs of disposing of aerially deposited lead (ADL) contaminated soils
2. Historic Structures that may be within the Area of Potential Effect
3. If nesting birds are discovered during surveys, project work activities may be restricted in order to accommodate the nesting season (March 1 to September 1).
4. Currently there are no direct or indirect impacts to previously recorded archaeological resources as a result of the project alternatives. However
5. , this alternative has the most potential for direct and indirect impacts to cultural resources. If a previously unrecorded archaeological site is directly impacted and a Phase III (one year process) data recovery excavation is used for mitigation, costs would range between $200,000- $300,000 per site.

See Section V for studies and technical reports anticipated.

I. Project Screening (Summary Checklist)

The following is a checklist to identify all known and/or potential hazardous waste, cultural (not archaeological) and biological sites identified. (Include any work with drainage and/or waterways).

1. Project Features: New R/W? **Yes** Excavation? **Yes** Railroad Involvement? **No**

   Structure demolition/modification? **Yes** Subsurface utility relocation? **Yes**

2. Project Setting

   Rural or Urban **Urban**

   Current land uses **Industrial, Commercial, Coastal and Residential**

   Adjacent land uses: **Residential, Commercial and Coastal**

II. Cultural Resources Screening

ARCHAEOLOGY

1. Search at the South Central Coastal Archaeological Information Center? **Yes** Date: **10/27/00**

2. Conduct Field Inspection. ☒YES ☐NO Date: **10/27/00**

3. Other comments and/or observations:

   A late occupation Chumash village site (CA-VEN-3) is located on the coast, just south of the project area. It was from this village that a number of neophytes were recruited to the Mission San Buenaventura. Cultural material is often recovered in the area between Ven-3 and the Mission. The project happens to be in the middle of this contact period traveled corridor.

   Ruins from the San Miguel Chapel are also located in this corridor. Excavations have unearthed the remains from this late eighteenth century church. The ruins are now capped with four feet of fill. An empty lot sits south of E. Thompson Street, directly adjacent to the proposed Oak Street off-ramp. Robert Lopez from Moorpark College stated that they did not test close to California Street. This does not mean associated out buildings or features from the chapel could not be there.

   The field survey was conducted in the project's Area of Potential Effect (APE) on October 27, 2000. Two teams walked along the northbound and southbound perimeter of U.S. 101 Highway. Exposed soil was examined as well as clusters of native vegetation. No previously unrecorded cultural resources were identified during this survey.

   Based on the alternatives described, alternative 4 has the highest probability of directly or indirectly impacting unrecorded archaeological resources due to the fact that major ground disturbing activities associated with the proposed tunnel would be required. Archaeological testing is recommended for this alternative prior to construction activities. If a previously unrecorded archaeological site is directly impacted and a Phase III (one year process) data recovery excavation is used for mitigation, costs would range between $200,000 - $300,000

per site.

Currently, there are no direct/indirect impacts to prerecorded archaeological resources as a result of the project alternatives. Alternatives 2 and 3 would require archaeological monitoring for construction activities, but pose a lesser threat of impacting cultural resources than alternative 4.

HISTORICAL

1. Search of the Historical Bridge Database? ☐YES ☒NO A bridge evaluation will be completed as part of the Historical Architectural Survey Report.

III. Hazardous Waste Screening

1. Check federal, State, and local environmental and health regulatory agency records as necessary, to see if any known hazardous waste site is in or near the project area.
2. Conduct Field Inspection. **No** Date

STORAGE STRUCTURES / PIPELINES:

Underground tanks **Yes**	Surface tanks **No**
Sumps **No**	Ponds **No**
Drums **No**	Basins **No**
Transformers **No**	Landfill **No**
Other	

CONTAMINATION: (spills, leaks, illegal dumping, etc.)

Surface staining **No**	Oil sheen **No**
Odors **No**	Vegetation damage **No**
Aerial lead **Yes**	Other

HAZARDOUS MATERIALS: (asbestos, lead, etc.)

Structures **Yes**	Spray-on fireproofing **No**	
Pipe wrap/Asbestos **Yes**	Cement Pipe **No**	Friable tile **No**
Yellow thermoplastic paint **Yes**	Serpentine **No**	Lead paint **Yes**
Other		

3. Additional record search, as necessary, of subsequent land uses that could have resulted in a hazardous waste site. No
4. Other comments and/or observations:

A Special Provision to address the lead paint in the Yellow Traffic Stripe and Pavement markings will be available at the PS&E phase of the proposed project. The cost estimation for the removal and disposal of lead paint is $5-$7 per meter.

A site Investigation (SI) will have to be performed to determine the extent of possible contamination. The study will commence upon receipt of the request from the Office of Project Development and will take a minimum of 90 days to obtain the final results. Right of entry will also be required to perform the SI on the proposed new right-of-way. The completed SI Report will indicate if special provisions are required for the handling and disposal/reuse of soil.

For cost estimating, the top 2 feet of soil in unpaved areas (within 20-25 feet of edge of pavement) requiring excavation can be considered contaminated. Contaminated soils can be reused by placing in fill areas (backfilling with contaminated soils) and by placing under pavement. The increased cost for the excavation and handling of contaminated soils can be estimated at approximately 50% above the cost for handling clean soils. Additionally, it is estimated that the cost to conduct the Sight Investigation will be $4,000 - $6,000.

There is a concern for petroleum hydrocarbon contamination due to the presence of leaking underground storage tanks close to the project site.

A Lead Compliance Plan during construction needs to be prepared and will cost approximately $4,500.

Determination: Does the project have potential hazardous waste involvement? **Yes**

If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Preliminary Site Investigation? **Yes** If "YES", then give an estimate of additional time require: **90 days**

IV. Biological Resources Screening

1. Check federal, State, and local environmental records as necessary, to see if any known sensitive biological habitat or wetlands site is in or near the project area.
2. Search of the California Dept. of Fish & Game's Natural Diversity Data Base (NDDB)?
   ☒YES ☐NO

3. Conduct Field Inspection **No** Date:
   Other comments and/or observations:

   No sensitive biological resources including threatened or endangered species appear to be within the area of project impact.

   Due to the presence of numerous trees within the project area, please contact this office prior to project work initiation so that a survey of nesting birds may be conducted. If nesting birds are discovered during surveys, project work activities may be restricted in order to accommodate the nesting season (March 1 to September 1).

V. Environmental Technical Reports or Studies Anticipated

	Study/ Report	Not Anticipated
Community Impact Study	☒	☐
Farmland	☐	☒
Visual Resources	☒	☐
Water Quality	☒	☐
Floodplain Evaluation	☒	☐
Noise Study	☒	☐
Air Quality Study	☒	☐
Other		
_____	☐	☐
_____	☐	☐
Cultural (Archaeological/Historical)		
ASR	☒	☐
HSR	☒	☐
HASR	☒	☐
HPSR	☒	☐
Section 106 / SHPO	☒	☐
Section 4(f) Evaluation	☐	☒
Other		
_____	☐	☐

	Study/ Report	Not Anticipated
Hazardous Waste		
ISA (Additional)	☒	☐
PSI	☐	☒
Other		
SI	☒	☐
_____	☐	☐
Biological	**No. Of**	
Endangered Species (Federal) _____	☐	☒
Endangered Species (State) _____	☐	☒
Biological Opinion / USFWS	☐	☒
Wetlands	☐	☒

	Anticipated	Not Anticipated
401 Permit Coordination	☐	☒
404 Permit Coordination	☐	☒
1601 Permit Coordination	☐	☒
NPDES Coordination	☒	☐
Natural Environment Study	☒	☐
Biological Assessment	☐	☒
NEPA 404 Coordination	☐	☒
Other		
_____	☐	☐
	☐	☐
Public Hearing		
Scoping Notice	☒	☐
Notice of Environmental Documentation	☒	☐
Public Hearing	☒	☐
Other _____	☐	☐

Discussion of Technical Review

Hazardous Waste:

1. Aerially deposited lead contaminated soils are present in unpaved areas of the project limits.
2. There is a concern for petroleum hydrocarbon contamination due to the presence of leaking underground storage tanks close to the project site.
3. There is a concern that the yellow thermoplastic and paint traffic stripes that need to be removed may contain lead and chromium.

Biology:

The new right-of-way consists mainly of a commercial area and supports a low level of biological resources. All three of the build alternatives result in very similar impacts within the project area and are not expected to affect any sensitive species.

Archaeology:

Currently, there is no direct/indirect impact to previously prerecorded archaeological resources as a result of the project's alternatives. Alternatives 2 and 3 would require archaeological monitoring for construction activities, but pose a lesser threat of impacting cultural resources than alternative 4.

Historic Architectural Assessment

It appears that structures are present which exceed the fifty-year evaluation cut-off. These properties need to be evaluated for eligibility for the National Register for Historic Places.

VI. Anticipated Project Mitigation

Discuss any known likely mitigation requirements and coordination based on similar projects and experience with resource agencies within the project vicinity:

Proposed Mitigation for Alternative 2, 3 & 4: Total Environmental Mitigation Costs are: $318,000.

Archaeological Mitigation
Currently, there is no direct/indirect impact to prerecorded archaeological resources as a result of the project alternatives. Alternatives 2 and 3 would require archaeological monitoring for construction activities, but pose a lesser threat of impacting cultural resources than alternative 4.

Based on the alternatives described, alternative 4 has the highest probability of directly or indirectly impacting unrecorded archaeological resources due to the fact that major ground disturbing activities associated with the proposed tunnel would be required. Archaeological testing is recommended for this alternative prior to construction activities. If a previously unrecorded archaeological site is directly impacted and a Phase III (one year process) data recovery excavation would be used for mitigation, costs would range between $200,000 - $300,000 per site.

Hazardous Waste Mitigation
For cost estimation, the top 2 feet of soil in unpaved areas (within 20-25 feet of the edge of pavement) requiring excavation can be considered contaminated. Contaminated soils can be reused by placing in fill areas (or overexcavating and backfilling with contaminated soils) and by placing under pavement.

The increased costs for the excavation and handling of contaminated soils can be estimated at approximately 50% above the costs for handling clean soil. Additionally, it is estimated that the cost to conduct a Site Investigation will be $4,000 -$6,000.

Special Provisions for the yellow paint traffic stripe and thermoplastics stripe removal needs to be addressed in the PS&E package. The estimated cost for the removal and disposal for yellow striping is $5-7 per meter.

If water is impacted during construction, there is a concern for petroleum hydrocarbon contamination due to the presence of leaking underground storage tanks close to the project site.

Biological Mitigation
At this time no biological mitigation is necessary, but any removed vegetation will require replacement at a minimum10 to 1 ratio.

Disclaimer

This report is not an environmental document. Preliminary analysis, determinations and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Study Report. Changes in project scope, alternatives, or environmental laws will require a re-evaluation of this report.

List of Preparers

Generalist Scoping done by: Rich Galvin	November 15, 2000
Hazardous Waste Scoping done by: George Ghebranious	October 6, 2000
Biological Scoping done by: Paul Caron	November 9, 2000
Cultural Scoping done by: Gary Iverson	October 26, 2000
Noise Scoping done by: Jamal EL-Jamal	November 16, 2000
Historic Architecture Scoping done by: Andrea Morrison	November 7, 2000

Reviewed by Ronald Kosinski Date: 11-21-00
Ron Kosinski, Chief
Office of Environmental Planning

Mitigation and Compliance Cost Estimate

Dist.-Co.-Rte.-KP (PM): 07-VEN-101 48.52 (30.15) EA: 21070K

Project Description: The project proposed to modify the California Street Off-ramp on U.S. 101 in the City of San Buenaventura, Ventura County.

Person completing form/Dist. Branch.: Rich Galvin/07 Office of Environmental Planning
Project Manager: S. Stanis Phone number: (213) 897-3591
Date: November 14, 2000

	Mitigation			Compliance
	Project Feature[1]	Environmental Obligation[2]	Statutory Requirement.[3]	Permit & Agreement[4]
Fish & Game 1601 Agreement	0	0	0	0
Coastal Development Permit	0	0	0	0
State Lands Agreement	0	0	0	0
NPDES Permit	0	0	0	0
COE 404 Permit- Nationwide	0	0	0	0
COE 404 Permit- Individual	0	0	0	0
COE Section 10 Permit	0	0	0	0
COE Section 9 Permit	0	0	0	0
Other:	0	0	0	0
Noise attenuation	0	0	0	0
Special landscaping	0	0	0	0
Archaeological	0.300/day[5]	0	200-300	0
Biological	0	0	0	0
Historical	0	0	0	0
Scenic resources	0	0	0	0
Wetland/riparian	0	0	0	0
Other:	0	0	0	0
TOTAL (Enter zeros if no cost)	18	0	300	0

- Costs are to be reported in $1,000's.
- Costs are to include all costs to complete the commitment including: capital outlay and staff support; cost of right-of-way or easements; long-term monitoring and reporting, and; any follow-up maintenance.
- After approval by the Project Manager **a copy of the completed form is to be included in the PR/PSSR and a copy sent to Headquarters Environmental Program, attention: John Hebner**.

[1] Mitigation Caltrans would normally do if not required by a permit or environmental agreement.

[2] Mitigation Caltrans would not normally do but is required by conditions of a permit or environmental agreement.

[3] Mitigation Caltrans would not normally do and is not required by a permit or Enviro. agreement but is required by a law.

[4] Non-mitigation Caltrans would not normally do but is required by conditions of a permit or agreement.

[5] A Native American monitor would need only be present during excavation.

RG

ATTACHMENT B - Resources by WBS Code

WBS Activity	EA:21070K	Senior	Generalist	Biologist	Cultural Resource Specialist	Noise/Air Specialist	Haz Waste Specialist	Socio-Econ Specialist	Total Hours	Sub Totals	Begin Date	End Date
100	**PERFORM PROJECT MANAGEMENT**								**0**	**0**		
100.05	Develop & Manage Schedule & Support Budget								0			
100.05.05	Develop & Manage Initial (PID) Project Schedule								0			
100.05.10	Develop & Manage Baseline Schedule								0			
100.05.15	Develop & Maintain Work Agreements								0			
100.10	Maintain Project Data								0			
100.15	Respond to Internal & External Requests for Information								0			
100.20	Procure External Resources								0			
160	**PERFORM PRELIMINARY ENGINEERING STUDIES & PREPARE PROJECT REPORT**								**0**	**0**		
160.05.30	Review Project Scope								0			
160.15.25	Circulate, Review, & Approve Draft Project Report								0			
165	**PERFORM ENVIRONMENTAL STUDIES & PREPARE DRAFT ENVIRONMENTAL DOCUMENT (DED)**								**0**	**5577**		
165.05	Perform Environmental Scoping & Select Alternatives for Study								1800			
165.05.05	Review Project Information								0			
165.05.10	Perform Public & Agency Scoping Process								0			
165.05.15	Select Alternatives for Further Study								0			
165.05.20	Prepare Maps for Environmental Evaluation								0			
165.10	Perform General Environmental Studies								0			
165.10.05	Perform Surveys & Mapping for Environmental Studies								0			
165.10.10	Obtain Right or Permit for Environmental Studies								0			
165.10.15	Perform Socioeconomic, Land Use & Growth Studies								40			
165.10.20	Perform Visual Impact Analysis								80			
165.10.25	Perform Noise Study								550			
165.10.30	Perform Air Quality Study								160			
165.10.35	Perform Water Quality Studies								25			
165.10.40	Perform Energy Studies								10			
165.10.45	Prepare Summary of Geotechnical Report								40			
165.10.50	Perform Preliminary Site Investigation for Hazardous Waste								240			
165.10.55	Prepare Draft Right of Way Relocation Impact Document								0			
165.10.60	Prepare Location Hydraulic / Floodplain Study Report								100			
165.10.65	Perform Paleontology Study								0			
165.15	Perform Biological Studies								80			
165.15.05	Perform Biological Assessment								0			
165.15.10	Perform Wetlands Study								0			
165.15.15	Perform Resource Agency Permit Related Coordination								20			
165.15.20	Prepare Natural Environment Study Report								40			
165.20	Perform Cultural Resource Studies								0			
165.20.05	Perform Archaeological Survey								2,112			
165.20.10	Perform Extended Phase I Archaeological Studies								0			
165.20.15	Perform Phase II Archaeology Studies								0			
165.20.20	Perform Historical and Architectural Resource Studies								240			
165.20.25	Prepare & Process Cultural Resource Compliance Docs.								0			
165.25	Prepare & Approve Draft Environmental Document								0			
165.25.05	Prepare Draft Environmental Document								0			
165.25.10	Prepare Section 4(f) Evaluation								0			
165.25.15	Prepare Cat. Exemption/Cat. Exclusion (CE) Determination								0			
165.25.20	Conduct Environmental PEER & Other Reviews								0			
165.25.25	Obtain Approval to Circulate								0			

WB Activity	EA:21070K	Senior	Generalist	Biologist	Cultural Resource Specialist	Noise/Air Specialist	Haz Waste Specialist	Socio-Econ Specialist	Total Hours	Sub Totals	Begin Date	End Date
175	**CIRCULATE DED & SELECT PREFERRED PROJECT ALTERNATIVE**								0	0		
175.05	Circulate DED								0			
175.05.05	Prepare Master Distribution & Invitation Lists								0			
175.05.10	Prepare Notices Regarding Public Hearing & Availability of DED								0			
175.05.15	Publish & Circulate DED								0			
175.05.20	Obtain Federal Consistency Determination (Coastal Zone)								0			
175.10	Prepare for & Hold Public Hearing								0			
175.10.05	Determine Need for Public Hearing Process								0			
175.10.10	Arrange for Public Hearing Logistics								0			
175.10.15	Prepare Displays for Public Hearing								0			
175.10.20	Prepare & Publish Notices of Public Hearing & Availability of DED								0			
175.10.25	Conduct Meeting to Review Map Displays & Discuss Public Wort								0			
175.10.30	Display Public Hearing Maps								0			
175.10.35	Hold Public Hearing								0			
175.10.40	Prepare & Distribute Record of Public Hearing								0			
175.15	Respond to Public Comments & Correspondence								0			
175.20	Select Preferred Alternative								0			
180	**PREPARE & APPROVE PROJECT REPORT & FINAL ENVIRONMENTAL DOCUMENT**								0	0		
180.10	Prepare & Approve Final Environmental Document (FED)								0			
180.10.05	Prepare & Approve FED								0			
180.10.10	Public Distribution of FED								0			
180.15	Close Out Environmental Process								0			
180.15.05	5 Prepare & Approve Record of Decision (ROD)								0			
180.15.10	Prepare & File Notice of Determination (NOD)								0			
205	**OBTAIN PERMITS, AGREEMENTS & ROUTE ADORTIONS**								0	0		
205.05	Determine Required Permits								0			
205.10	Obtain Permits								0			
205.10.05	Obtain U.S. COE Permit (404)								0			
205.10.10	Obtain U.S. Forest Service Permit								0			
205.10.15	Obtain U.S. Coast Guard Permit								0			
205.10.20	Obtain DFG Permit (1601/1603)								0			
205.10.25	Obtain Coastal Development Permit								0			
205.10.30	Obtain Local Agency Concurrence / Permit								0			
205.10.40	Obtain Waste Discharge Permit (NPDES)								0			
205.10.45	Obtain USFWS Approval								0			
205.10.50	Obtain Regional Water Quality Control Board Permit (401)								0			
235	**MITIGATE ENVIRONMENTAL IMPACTS & CLEAN-UP HAZARDOUS WASTE**								0	0		
235.05	Perform Environmental Mitigation								0			
235.10	Perform Detailed Site Investigation for Hazardous Waste								0			
235.25	Perform Hazardous Waste Clean-Up								0			
235.35	Perform Long Term Mitigation Monitoring								0			
255	**CIRCULATE, REVIEW & PREPARE FINAL DISTRICT RS&E PACKAGE**								0	0		
255.15	Perform Environmental Re-evaluation								0			
270	**PERRORM CONSTRUCTION ENGINEERING & GENERAL CONTRACT ADMINISTRATION**								0	0		
270.05	Prepare Resident Engineer's File								0			
285.10	**Environmental Support for Construction**								0			
	Total Hours	0	0	0	0	0	0	0	5,577	3.2 PYs		

ATTACHMENT G

TRAFFIC FORECASTING, ANALYSIS AND OPERATIONS SCOPING CHECKLIST

Caltrans Metric

Traffic Forecasting, Analysis and Operations Scoping Checklist

Project Information

District 07 County VEN Route 101 Kilometer Post (Post Mile) 48.4 (30.1) EA 21070K

Description: Relocate the northbound California Street Off-Ramp Oak Street

Project Manager : Mumbie Fredson Cole Phone # (213) 897-9355

Project Engineer: Trilly Nguyen Phone # (213) 897-0097

Traffic Forecasting Functional Manager: Dave Gilstrap Phone # (213) 897-4643

Traffic Operations Functional Manager: Kirk Patel Phone # (213) 897-1825

Traffic Forecasting, Traffic Analysis Scoping

Describe and identify in the following sections a general description of the existing traffic and forecasted traffic (using existing data). Analyze traffic data and determine what traffic operational deficiencies are anticipated. Identify any additional studies needed to accurately forecast and fully analyze the traffic operations as part of the preparation of the environmental document.

Traffic Operations Scoping

Based on the traffic analysis, describe and identify in the following sections a general description of the traffic operational improvements required (auxiliary lanes, signalized intersections, etc.). The traffic operation improvements should be discussed in sufficient detail to identify the project's major geometric features and operations issues. Also discuss in detail traffic management system improvements (ramp metering, CMS, HOV lanes, etc.) to be incorporated. Discuss any components of the traffic management system that may be controversial during development of the environmental document.

Project Screening

1. Project Features: New R/W? Yes Excavation? Yes
   New Signilazation? Yes CMS work outside project limits? Yes

2. Project Setting In Ventura County, in the city of Buena Ventura on the N/B US 101 from ±0.4 Km South of California St. to ±0.1 Km North of Oak St.

   Rural or Urban Urban

   Current land uses Land within Catrans Right of Way.

   Adjacent land uses light industry, commercial (both directions)
   (industrial, light industry, commercial, agricultural, residential, etc.)

Existing Traffic Data Deficiencies

Attach the project location map to this checklist to show locations where existing and forecasted traffic operations are calculated to be below an acceptable level of service. Discuss potential scope of improvements to improve traffic operation defeciencies.

Mainline highway deficiencies: Part of the inside shoulder/median is not paved.

Ramp intersection deficiencies: No inside & outside shoulders. There is no signal or sign to control the traffic on to California St

Merge / diverge deficiencies:

Street intersection deficiencies: Traffic signal cycle at the intersection of California St. and Thompson Blvd creates a backup on the N/B Off-Ramp.

Weaving / merging (spacing) deficiencies

Traffic Study and Analysis Anticipated

Traffic Modeling Assumptions

❑ Use Local Model ❑ Update New Model ❑ New Model

❑ Existing Traffic Counts ❑ New Traffic Counts ❑ Historical Growth

❑ GP Buildout ❑ Pro-Rate GP Growth

❑ Existing Year ( ) ❑ Design Year ( ) ❑ Interim Year ( )

Other _____

_____

Traffic Analysis

❑ Mainline LOS ❑ Merge / Diverge LOS ❑ Ramp Int. LOS

❑ Adjacent IC LOS ❑ Ramp Metering (open) ❑ Ramp Metering (later)

✓ Left/Right Turn Storage ❑ Accident / Safety Analysis ✓ Intersection Queues

❑ Construction Staging ❑ Project Staging

Other _____

_____

Traffic Operations Scoping

Traffic Operational Improvements

Attach the project location map to this checklist to show location of all traffic operations improvements anticipated.

❑ Auxiliary Lanes ✓Intersection Improvements ❑ Truck Climbing Lane

✓ New Signals ❑ Modify Signals ❑ Merging Improvements

❑ Weaving Improvements ❑ Deceleration / Acceleration Lanes

Other_____

_____

Traffic Management Systems

Attach the project location map to this checklist to show location of all traffic management systems identified.

✓Ramp Meters ❑ HOV Ramp Bypass ❑ Mainline HOV Lanes

✓ Detector Loops ❑ Communication Networks (fiber optic, telephone, etc.)

❑ Closed Circuit Television ❑ Changeable Message Sign ❑ Highway Advisory Radio

Other_____

_____

Discuss strategies (technical analysis, public outreach, etc.) to secure local agency and public support to implement HOV lanes and ramp metering:

_____

_____

_____

_____

Preliminary Traffic Forecasting Evaluation provided by:

Traffic Forecasting R.O. Gilstrap **Date** 11-13-00

Reviewed by:

Traffic Forecasting Chief R.O. Gilstrap for Jeff Davis **Date** 11-13-00

Preliminary Traffic Operations Evaluation provided by:

Traffic Operation Engineer Jamal Sabyl **Date** 11/13/00

Traffic Electrical Engineer Arian Ahrishami **Date** Nov 3/00

Reviewed by:

Traffic Operations Chief Tom Cole **Date** 11/13/00

ATTACHMENT H

RIGHT OF WAY SCOPING CHECKLIST

Right of Way Scoping Checklist

Project Information

Alternative 2

District 07 County LA Route VEN Kilometer Post (Post Mile) 48.4 (30.1) EA 21070K

Description: Relocate the northbound California Street Off-Ramp Oak Street

Project Manager Mumbie Fredson Cole Phone # (213) 897-9355

Project Engineer Trilly Nguyen Phone # (213) 897-0097

Design Functional Manager Mohamed Ahmed Phone # (213) 897-5975

Right of Way Functional Manager Cabrera Jorge G Phone # (213) 897-4800

Right of Way Scoping

Describe and identify in the following sections a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, access modifications, etc.). The right of way issues should be discussed in sufficient detail to determine a preliminary planing level cost of Right of Way and identify the project's sensitive acquisition issues. Any environmental mitigation that requires R/W cost should also be identified.

Anticipated Right of Way Acquisition

Anticipated number of Right of Way Parcels to be acquired:

	Preliminary Value*	Number of Parcels	Estimated Square Footage	Full Take	Partial Take
Business/ Non-Profit	$1,263,401	3	23,000	1	2
Single Family Residences					
Multi Family Residences					
Vacant Lot					
Farmland					
Totals	$1,263,401	3	23,000	1	2

* Note: Value includes contingency figure for RAP, Damages, Goodwill, Demolition, Construction Contract Work & Fees

Project Screening

Attach the project location map to this checklist to show location of all right of way acquisition identified.

1. Project Features: New R/W? ✓ Excavation? _____
   Railroad Involvement? No Access Changes? _____
   Structure demolition/modification? Yes Subsurface utility relocation? Yes

2. Project Setting _____
   Rural or Urban Urban
   Current land uses Commercial
   Adjacent land uses Commercial
   (industrial, light industry, commercial, agricultural, residential, etc.)

Right of Way Screening

Describe in detail and quantify any questions answered with a yes.

1) Are any utility facilities or rights of way affected? Yes ✓ No

See attachment

Utility cost included in R/W value.

2) Railroad facilities or right of way affected? Yes No ✓

3) Any known or potential sites with hazardous waste and/or material found? Yes None Evident ✓

4) Environmental Mitigation parcels anticipated? Yes No ✓

5) Any parcels with access modifications? Yes ✓ No

One Parcel will have access taken away. It will still retain sufficient access.

6) Any parcels with indirect access modifications? Yes No

(example left turn pocket access eliminated)

Preliminary Evaluation provided by:

Acquisition Estimator Steven Flores **Date** 11/16/00

Railroad Liaison Ken Moore **Date** 11/09/00

Utility Relocation Coordinator Norm Juarez **Date** 11/15/00

Reviewed by:

Field Office Chief, Right of Way [signature] **Date** 11/17/00

Entered PMCS (Event, Cost, Agree) **By:**_____ **Date**_____

view-75-pri-65

R/W DATA SHEET FOR _____

WBS 150.15.05
REVISED
UPDATED
DATE: 10/11/00
ROUTE: VEN 101
PM/KM 48.52
E.A: 21070k
ALT: 2
PROJ. DESC. NB CALIFORNIA OFF

TO: MOHAMMED AHMED
ATTN: Trilly Nguyen
PHONE 7 70097

PLEASE INITIAL	DATE
(1) SENIOR R/W P&M	
(2) CAPITAL COORDINATOR-RM 303	
(3) PROJECT FILE ARCHIVE COORD-RM 306	
(4) PROD.COORDINATOR	

IF THIS E.A. IS CHANGED OR SPIT INTO ANOTHER E.A.,OR THE PROJECT SCOPE,SCHEDULING,OR VALUE SUFFICIENTLY CHANGE THEN THIS DATA SHEET IS INVALID AND A NEW OR UPDATED DATA SHEET WILL BE REQUIRED.

TRANSMITTED HEREWITH IS A COST ESTIMATE PURSUANT TO THE FOLLOWING CONDITION(S)

X 1- COST ESTIMATE IS VALID FOR THE ABOVE SCOPING REPORT ONLY.
THIS IS AN ESTIMATE ONLY AND NOT AN APPRAISAL. IT MAY BE BASED ON A WORSE CASE SCENARIOS.
THE ESTIMATE IS SUBJECT TO CHANGE AND REVISION

X 2 NOTIFY THE ABOVE COORDINATORS IF THIS IS THE PREFERRED PROJECT

_____ 3- RESIDENTIAL DISPLACEMENT IS INVOLVED AND ENVIRONMENTAL DEPT.NEEDS TO BE ADVISED BY YOUR DEPT.

x 4 -MAPS WERE : PROVIDED X NOT PROVIDED _____
DATE _____

X 5- THE MAPPING DID NOT PROVIDE SUFFICIENT NOR ADEQUATE DETAIL TO DETERMINE THE LIMITS OF THE RIGHT OF WAY REQUIRED AND EFFECTS ON THE IMPROVEMENTS.

X 6-THE TRANSPORTATION FACILITIES HAVE NOT BEEN SUFFICIENTLY DESIGNED SO OUR ESTIMATOR COULD DETERMINE THE DAMAGES TO ANY OF THE REMAINDER PARCELS AFFECTED BY THE PROJECT.

X 7- ADDITIONAL RIGHT OF WAY REQUIREMENTS ARE ANTICIPATED BUT ARE NOT DEFINED DUE TO THE PRELIMINARY NATURE OF EARLY DESIGN REQUIREMENTS.

X 8- TIME CONSTRAINTS PRECLUDED A DETAILED COST ESTIMATES

_____ 9-TIME SCHEDULE PROVIDED BY REQUESTING PARTY DID NOT PERMIT TIME FOR A FIELD INSPECTION.

_____ 10- OTHER (EXPLAIN)- _____

11	CURRENT VALUE (FUTURE USE +CONTIN.RATE)		ESCALATED VALUE		
A-R/ W ACQ.(INCL.CONTINGENCY G.W-CONDEM.-ADM.S'TL.)PERMITS VARIOUS PERMITS	$771,965	PROVIDED BY R/W ESTIMATOR $778,307	$963,089	C	
B-CLEARANCE /DEMOLITION-C.R					
C-RAP. (CONT RATE.)					
D-ESCROW COSTS (CONT RATE.)	$6,342 C		$7,912	C	$971,001 C
E-UTILITY RELOCATION COSTS	$256,500	PROVIDED BY R/W UTILITY DEPT	$292,400		
TOTAL ESTIMATED COST (CURRENT VALUE-FUTURE USE)	$1,034,807	TOTAL ESCALATION	$1,263,401		
12-CONSTRUCTION CONTRACT WORK	NOT KNOW AT THISTIME		NOT KNOW AT THISTIME		
(13)-ESCALATION RATE R/W 7%	(15)-CERT.DATE: 01/01/04	(16)YEARS TO CERT.	3.27		
(14)-ESCALATION RATEUTILITIES 8%					

17-GENERAL DESCRIPTION OF RIGHT OF WAY: SEE PAGE 2- DESCRIPTION OF R/W -SEE GRID — R/W INVOLVED YES — NO R/W _____

18-RELOCATION DISPLACEMENT (R FROM EWS) — YES _____ NO NONE

19-ARE UTILITY FACILITIES OR UTIL RIGHT OF WAYS AFFECTED:(see utility attachement) — YES X NO _____
(20)-DESCRIBE SEE ATTACHED UTILITY SHEET- PAGE 3 OF 4

21-ARE RAILROADS FACILITIES OR R.R R/W AFFECTED (SEE R.R ATTACHEMENT) — YES _____ NO _____
(21a)DESCRIBE: SEE ATTACHED R.R SHEET -PAGE 4 OF4

22-ARE HAZARDOUS WASTE AND /OR MATERIAL FOUND: — YES _____ NONE EVIDENT _____ Potential hw& asbestos parcels _____

23-ARE EXISTING OR POTENTIAL AIR SPACE PARCELS AFFECTED — YES _____ NO X

24-IS IT ANTICIPATED THAT ALL RIGHT OF WAY WORK WILL BE PERFORMED BY C/T STAFF — YES X NO _____

25- DO YOU ANTICIPATE ANY MAJOR ITEMS OF CONSTRUTION CONTRACT WORK — NOT KNOW AT THIS TIME _____ YES _____ NO _____

26-ARE THERE ANY MATERIAL BORROW AND/ OR DISPOSAL SITES REQUIRED — NOT KNOW AT THIS TIME _____ YES _____ NO _____

27-ARE THERE POTENTIAL RELINQUISHMENT AND /OR ABANDONMENTS — NOT KNOW AT THIS TIME _____ YES _____ NO _____

28 N/A COST DATA IS NOT VALID FOR BUDGET , STIP , PROGRAMMING NOR COST SCREENS #1

10/11/00 RTE VEN 101 EA 21070k ALT 2

PARCEL DATA INFORMATION IS AUTHORIZED FOR THE EVENT SCREENS

PARCEL COUNT BY TYPE

TYPES	COUNT	DUAL APPR.
A		
B	3	
C		
D		
TOTAL PAR	3	
RIGHTS NEEDED		
FEE	3	
EASE		3
TCE		
TAKES	COUNT	
FULL	1	
PART	2	
TOTAL PAR	3	

TOTAL PARCELS PER ASSESSORS RECORDS AND /OR MAPS	
TOTAL	4 PARCELS
REVIEW	
TOTAL TTD TAKES	3

UTILITIES	# COUNT	PY HOURS
U4-1		
U4-2		
U4-3		
U4-4		
U5-7		
U5-8		
U5-9		
	TOTAL	
RR CLM AGRMT		
RR SVC CONT		
RR LIC/RE/CLAUS		
RR MISC ACQ		
	TOTALS	

MISC.R/W

	COUNT	PY HRS
ROE OP's PERMITS ACQ	1	13.5
GOVT PERMITS ACQ	0.5	6
CONST PERMIT ACQ	0.5	6
OUTDOOR ADV SIGNS	1	32
POTENTIAL CONDEM PAR		
POTENTIAL CLEAR / DEMO PAR		57.5

ROUGH EST.OF PY'S

	PY'S
ESTIMATE OF PY'S	
PROJ.TYPE DESC.	
PROJECT PY's	
PARCEL SUPPORT HOURS	1934.1
MISC.PERMITS,ODA PY	57.5
UTIL. And R.R. PY's	
TOTALS PY HOURS	1991.60
TOTAL PERSON YEARS	1.1265

ROUGH EST.OF PY'S

FUNCTIONAL INVOLVEMENT EST.

ACTIVITY	%	PERSON YRS
APP.	26%	0.29
ACQ	28%	0.32
RAP	18%	0.20
DEMO	14%	0.16
PM	6%	0.07
UTIL.	8%	0.09
TOTAL	100%	1.13

INCOMPLETE

DISPLACEMENTS OF UNITS

Displacement from SFR.	
Displacement from MULTI	
Displacement from BUS	

PARCELS WITH RAP INVOLVEMENT	COUNT	NONE

GENERAL DESCRIPTION &COUNT OF R/W

ACQ.TAKE TYPE	SFR	2-4 RES.	4+ RES. UNITS	COM	OFFICE	IND	AGRIC	MOBIL HOME	GOVT	Improved Par. Count
FULL WITH IMPS.(FI)				1						1
FULL NO IMPS.(FN)										
PART WITH IMPS.(PI)										
PART NO IMPS(PN)				2						
PERM.EASE.(E)										
TEMP.CONT.EASE.(TE)										
INDIV. TOTALS				3						1

30-POTENTIAL EXCESS PARCELS — NOT KNOW AT THIS TIME _____ NUM.OF EX.CESS PARCELS _____ NONE _____

31-POTENTIAL IMPROVED PARCELS — NOT KNOW AT THIS TIME _____ NUM.OF PARCELS 1 NONE _____

32-EVALUATION PREPARED BY:-

RIGHT OF WAY EST.PREPARED BY: STEVE FLORES DATE 10/11/00

RAILROAD EST.PREPARED BY: KEN MOORE DATE 11/09/00

UTILITIES EST.PREPARED BY: NORM JUAREZ DATE 11/14/00

33-REAL PROPERTY SERVICES: CAPITAL OUTLAY SUPPORT

FUNCTION	ESCALATED COSTS	PREPARED BY MANAGER	DATE
A- ROUTINE MAINTENANCE (OBJECT CODE 058)			
B-ADVERTISING COSTS (OBJECT CODE 039)			
C-UTILITY COSTS (OBJECTS CODE 002)			

34- SR .R/W AGENT APPROVES DATA SHEET J.CABRERA DATE _____

PROJECT MANAGER CONCURS WITH THIS DATA SHEET _____ DATE _____

I HAVE PERSONALLY REVIEWED THIS R/W DATA SHEET AND ALL SUPPORTING INFORMATION I CERTIFY THAT THE PROBABLE HIGHEST AND BEST USE ,ESTIMATED VALUES,AND ASSUMPTIONS ARE REASONABLE AND PROPER SUBJECT TO THE LIMITING CONDITIONS SET FORTH,AND I FIND THIS DATA SHEET COMPLETE AND CURRENT.

This data sheet is not to be signed by Chief unless accompanied by final scoping report (PR,PSR,PSSR)for review and/or signature.

CHIEF _____ DATE _____

Right of Way Scoping Checklist

Project Information

Alternative 3

District 07 County LA Route VEN Kilometer Post (Post Mile) 48.4 (30.1) EA 21070K

Description: Relocate the northbound California Street Off-Ramp Oak Street

Project Manager Mumbie Fredson Cole Phone # (213) 897-9355

Project Engineer Trilly Nguyen Phone # (213) 897-0097

Design Functional Manager Mohamed Ahmed Phone # (213) 897-5975

Right of Way Functional Manager Cabrera Jorge G Phone # (213) 897-4800

Right of Way Scoping

Describe and identify in the following sections a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, access modifications, etc.). The right of way issues should be discussed in sufficient detail to determine a preliminary planing level cost of Right of Way and identify the project's sensitive acquisition issues. Any environmental mitigation that requires R/W cost should also be identified.

Anticipated Right of Way Acquisition

Anticipated number of Right of Way Parcels to be acquired:

	Preliminary Value*	Number of Parcels	Estimated Square Footage	Full Take	Partial Take
Business/ Non-Profit	$2,786,701	3	23,000	1	2
Single Family Residences					
Multi Family Residences					
Vacant Lot					
Farmland					
Totals	$2,786,701	3	23,000	1	2

* Note: Value includes contingency figure for RAP, Damages, Goodwill, Demolition, Construction Contract Work & Fees

Project Screening

Attach the project location map to this checklist to show location of all right of way acquisition identified.

1. Project Features: New R/W? ✓ Excavation? _____
   Railroad Involvement? No Access Changes? _____
   Structure demolition/modification? Yes Subsurface utility relocation? Yes

2. Project Setting _____
   Rural or Urban Urban
   Current land uses Commercial
   Adjacent land uses Commercial
   (industrial, light industry, commercial, agricultural, residential, etc.)

Right of Way Screening

Describe in detail and quantify any questions answered with a yes.

1) Are any utility facilities or rights of way affected? Yes ✓ No
See attachment
Utility cost included in R/W value.

2) Railroad facilities or right of way affected? Yes No ✓

3) Any known or potential sites with hazardous waste and/or material found? Yes None Evident ✓

4) Environmental Mitigation parcels anticipated? Yes No ✓

5) Any parcels with access modifications? Yes ✓ No
One Parcel will have access taken away. It will still retain sufficient access.

6) Any parcels with indirect access modifications? Yes No
(example left turn pocket access eliminated)

Preliminary Evaluation provided by:

Acquisition Estimator Steven Flores **Date** 11/16/00

Railroad Liaison Ken Moore **Date** 11/09/00

Utility Relocation Coordinator Norm Juarez **Date** 11/15/00

Reviewed by:

Field Office Chief, Right of Way [signature] **Date** 11/17/00

Entered PMCS (Event, Cost, Agree) **By:**_____ **Date**_____

view-75-pri-65

R/W DATA SHEET FOR _____

WBS 150.15.05
REVISED
UPDATED
DATE: 10/11/00
ROUTE: VEN 101
PM/KM 48.52
E.A: 125
ALT: 3
PROJ. DESC. NB CALIFORNIA OFF

TO: MOHAMMED AHMED
ATTN: Trilly Nguyen
PHONE 7 70097

PLEASE ~~INITIAL~~	DATE
(1)SENIOR R/W P&M	
(2)CAPITAL COORDINATOR-RM 303	
(3)PROJECT FILE ARCHIVE COORD-RM 306	
(4) PROD.COORDINATOR	

IF THIS E.A. IS CHANGED OR SPIT INTO ANOTHER E.A.,OR THE PROJECT SCOPE,SCHEDULING,OR VALUE SUFFICIENTLY CHANGE THEN THIS DATA SHEET IS INVALID AND A NEW OR UPDATED DATA SHEET WILL BE REQUIRED.

TRANSMITTED HEREWITH IS A COST ESTIMATE PURSUANT TO THE FOLLOWING CONDITION(S)

X 1- COST ESTIMATE IS VALID FOR THE ABOVE SCOPING REPORT ONLY.
THIS IS AN ESTIMATE ONLY AND NOT AN APPRAISAL. IT MAY BE BASED ON A WORSE CASE SCENARIOS.
THE ESTIMATE IS SUBJECT TO CHANGE AND REVISION

X 2 NOTIFY THE ABOVE COORDINATORS IF THIS IS THE PREFERRED PROJECT

_____ 3- RESIDENTIAL DISPLACEMENT IS INVOLVED AND ENVIRONMENTAL .DEPT.NEEDS TO BE ADVISED BY YOUR DEPT.

x 4 -MAPS WERE : PROVIDED X NOT PROVIDED _____
DATE _____

X 5- THE MAPPING DID NOT PROVIDE SUFFICIENT NOR ADEQUATE DETAIL TO DETERMINE THE LIMITS OF THE RIGHT OF WAY REQUIRED AND EFFECTS ON THE IMPROVEMENTS.

X 6-THE TRANSPORTATION FACILITIES HAVE NOT BEEN SUFFICIENTLY DESIGNED SO OUR ESTIMATOR COULD DETERMINE THE DAMAGES TO ANY OF THE REMAINDER PARCELS AFFECTED BY THE PROJECT.

X 7- ADDITIONAL RIGHT OF WAY REQUIREMENTS ARE ANTICIPATED BUT ARE NOT DEFINED DUE TO THE PRELIMINARY NATURE OF EARLY DESIGN REQUIREMENTS.

X 8- TIME CONSTRAINTS PRECLUDED A DETAILED COST ESTIMATES

_____ 9-TIME SCHEDULE PROVIDED BY REQUESTING PARTY DID NOT PERMIT TIME FOR A FIELD INSPECTION.

_____ 10- OTHER (EXPLAIN)- _____

11	CURRENT VALUE (FUTURE USE +CONTIN.RATE)		ESCALATED VALUE			
A-R/ W ACQ.(INCL.CONTINGENCY G.W-CONDEM.-ADM.S'TL.)PERMITS VARIOUS PERMITS	$771,965	PROVIDED BY R/W ESTIMATOR $778,307	$963,089	C		
B-CLEARANCE /DEMOLITION-C.R						
C-RAP. (CONT RATE.)						
D-ESCROW COSTS (CONT RATE.)	$6,342	C	$7,912	C	$971,001	C
E-UTILITY RELOCATION COSTS	$1,715,500	PROVIDED BY R/W UTILITY DEPT	$1,815,700			
TOTAL ESTIMATED COST (CURRENT VALUE-FUTURE USE)	$2,493,807	TOTAL ESCALATION	$2,786,701			
12-CONSTRUCTION CONTRACT WORK	NOT KNOW AT THISTIME		NOT KNOW AT THISTIME			
(13)-ESCALATION RATE R/W 7% (14)-ESCALATION RATEUTILITIES 8%	(15)-CERT.DATE: 01/01/04		(16)YEARS TO CERT. 3.27			

17-GENERAL DESCRIPTION OF RIGHT OF WAY: SEE PAGE 2- DESCRIPTION OF R/W -SEE GRID — R/W INVOLVED YES — NO R/W _____

18-RELOCATION DISPLACEMENT (RFROM EWS) — YES _____ NO NONE

19-ARE UTILITY FACILITIES OR UTIL.RIGHT OF WAYS AFFECTED:(see utility attachement) — YES x NO _____
(20)-DESCRIBE SEE ATTACHED UTILITY SHEET- PAGE 3 OF 4

21-ARE RAILROADS FACILITIES OR R.R R/W AFFECTED (SEE R.R ATTACHEMENT) — YES _____ NO _____
(21a)DESCRIBE: SEE ATTACHED R.R SHEET -PAGE 4 OF4

22-ARE HAZARDOUS WASTE AND /OR MATERIAL FOUND: — YES _____ NONE EVIDENT _____ Potential hw& asbestos parcels _____

23-ARE EXISTING OR POTENTIAL AIR SPACE PARCELS AFFECTED — YES _____ NO X

24-IS IT ANTICIPATED THAT ALL RIGHT OF WAY WORK WILL BE PERFORMED BY C/T STAFF — YES X NO _____

25- DO YOU ANTICIPATE ANY MAJOR ITEMS OF CONSTRUTION CONTRACT WORK — NOT KNOW AT THIS TIME _____ YES _____ NO _____

26-ARE THERE ANY MATERIAL BORROW AND/ OR DISPOSAL SITES REQUIRED — NOT KNOW AT THIS TIME _____ YES _____ NO _____

27-ARE THERE POTENTIAL RELINQUISHMENT AND /OR ABANDONMENTS — NOT KNOW AT THIS TIME _____ YES _____ NO _____

28 N/A COST DATA IS NOT VALID FOR BUDGET , STIP , PROGRAMMING NOR COST SCREENS #1

DATE 10/11/00 RTE VEN 101 EA. 125 ALT 3

PARCEL DATA INFORMATION IS AUTHORIZED FOR THE EVENT SCREENS

29

PARCEL COUNT TAKE TYPE

TYPES *	COUNT	DUAL APPR.
A		
B	3	
C		
D		
TOTAL PAR	3	

RIGHTS NEEDED		
FEE	3	3
EASE		
TCE		

TAKES	COUNT
FULL	1
PART	2
TOTAL PAR	3

TOTAL PARCELS PER ASSESSORS RECORDS AND /OR MAPS	
TOTAL	4 PARCELS
REVIEW	
TOTAL TTD TAKES	3

UTILITIES

	COUNT	PY HOURS
U4-1		
U4-2		
U4-3		
U4-4		
U5-7		
U5-8		
U5-9		
	TOTAL	
RR C&M AGRMT.		
RR SVC CONT.		
RR LIC/RE/CLAUS		
RR MISC.ACQ.		
	TOTALS	

MISC.R/W

	COUNT	PY HRS.
ROE,OP's,PERMITS ACQ	1	13.5
GOV'T PERMITS ACQ	0.6	6
CONST.PERMITS ACQ	0.6	6
OUTDOOR ADV.SIGNS	1	32
POTENTIAL CONDEM.PAR.		
POTENTIAL CLEAR / DEMO PAR.		57.5

ROUGH EST.OF PY'S

ESTIMATE OF PY'S	PY'S
PROJ.TYPE DESC.	
PROJECT PY's	
PARCEL SUPPORT HOURS	1934.1
MISC.PERMITS,ODA PY	57.5
UTIL. And R.R. PY's	
TOTALS PY HOURS	1991.60
TOTAL PERSON YEARS	1.1265

ROUGH EST.OF PY'S

FUNCTIONAL INVOLVEMENT EST.

ACTIVITY	%	PERSON YRS
APP.	26%	0.29
ACQ	28%	0.32
RAP	18%	0.20
DEMO	14%	0.16
PM	6%	0.07
UTIL.	8%	0.09
TOTAL	100%	1.13

DISPLACEMENTS OF UNITS

Displacement from SFR.	
Displacement from MULTI	
Displacement from BUS	

INCOMPLETE

PARCEL	
PARCELS WITH RAP INVOLVEMENT	
COUNT	NONE
	Inproved Par. Count

GENERAL DESCRIPTION &COUNT OF R/W

ACQ.TAKE TYPE	SFR	2-4 RES.	4+ RES. UNITS	COM	OFFICE	IND	AGRIC	MOBIL HOME	GOV'T		
FULL WITH IMPS.(FI)				1							1
FULL NO IMPS.(FN)											
PART WITH IMPS.(PI)											
PART NO IMPS(PN)				2							
PERM.EASE.(E)											
TEMP.CONT.EASE.(TE)											
INDIV. TOTALS				3						3	1

30-POTENTIAL EXCESS PARCELS — NOT KNOW AT THIS TIME _____ NUM.OF EX.CESS PARCELS _____ NONE _____

31-POTENTIAL IMPROVED PARCELS — NOT KNOW AT THIS TIME _____ NUM.OF PARCELS 1 NONE _____

32-EVALUATION PREPARED BY:
RIGHT OF WAY EST.PREPARED BY STEVE FLORES DATE 10/11/00
RAILROAD EST PREPARED BY: KEN MOORE DATE 11/09/00
UTILITIES EST.PREPARED BY: NORM JUAREZ DATE 11/14/00

33-REAL PROPERTY SERVICES: CAPITAL OUTLAY SUPPORT

FUNCTION	ESCALATED COSTS	PREPARED BY MANAGER	DATE
A- ROUTINE MAINTENANCE (OBJECT CODE 058)			
B-ADVERTISING COSTS (OBJECT CODE 039)			
C-UTILITY COSTS (OBJECTS CODE 002)			

34- SR .R/W.AGENT APPROVES DATA SHEET J.CABRERA DATE _____

PROJECT MANAGER CONCURS WITH THIS DATA SHEET _____ DATE _____

I HAVE PERSONALLY REVIEWED THIS R/W.DATA SHEET AND ALL SUPPORTING INFORMATION
I CERTIFY THAT THE PROBABLE HIGHEST AND BEST USE ,ESTIMATED VALUES,AND ASSUMPTIONS ARE REASONABLE AND PROPER SUBJECT TO THE LIMITING CONDITIONS SET FORTH,AND I FIND THIS DATA SHEET COMPLETE AND CURRENT.

This data sheet is not to be signed by Chief unless accompanied by final scoping report (PR,PSR,PSSR)for review and/or signature.

CHIEF _____ DATE _____

Right of Way Scoping Checklist

Project Information

Alternative 4

District 07 County LA Route VEN Kilometer Post (Post Mile) 48.4 (30.1) EA 21070K

Description: Relocate the northbound California Street Off-Ramp Oak Street

Project Manager Mumbie Fredson Cole Phone # (213) 897-9355

Project Engineer Trilly Nguyen Phone # (213) 897-0097

Design Functional Manager Mohamed Ahmed Phone # (213) 897-5975

Right of Way Functional Manager Cabrera Jorge G Phone # (213) 897-4800

Right of Way Scoping

Describe and identify in the following sections a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, access modifications, etc.). The right of way issues should be discussed in sufficient detail to determine a preliminary planing level cost of Right of Way and identify the project's sensitive acquisition issues. Any environmental mitigation that requires R/W cost should also be identified.

Anticipated Right of Way Acquisition

Anticipated number of Right of Way Parcels to be acquired:

	Preliminary Value*	Number of Parcels	Estimated Square Footage	Full Take	Partial Take
Business/ Non-Profit	$1,305,683	3	24,000	1	2
Single Family Residences					
Multi Family Residences					
Vacant Lot					
Farmland					
Totals	$1,305,683	3	24,000	1	2

* Note: Value includes contingency figure for RAP, Damages, Goodwill, Demolition, Construction Contract Work & Fees

Project Screening

Attach the project location map to this checklist to show location of all right of way acquisition identified.

1. Project Features: New R/W? ✓ Excavation? _____
   Railroad Involvement? No Access Changes? _____
   Structure demolition/modification? Yes Subsurface utility relocation? Yes

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   Rural or Urban Urban
   Current land uses Commercial
   Adjacent land uses Commercial
   (industrial, light industry, commercial, agricultural, residential, etc.)

Right of Way Screening

Describe in detail and quantify any questions answered with a yes.

1) Are any utility facilities or rights of way affected? Yes ✓ No _____
See attachment
Utility cost included in R/W value.

2) Railroad facilities or right of way affected? Yes _____ No ✓

3) Any known or potential sites with hazardous waste and/or material found? Yes _____ None Evident ✓

4) Environmental Mitigation parcels anticipated? Yes _____ No ✓

5) Any parcels with access modifications? Yes ✓ No _____
One Parcel will have access taken away. It will still retain sufficient access.

6) Any parcels with indirect access modifications? Yes _____ No _____
(example left turn pocket access eliminated)

Preliminary Evaluation provided by:

Acquisition Estimator Steven Flores **Date** 11/16/00

Railroad Liaison Ken Moore **Date** 11/09/00

Utility Relocation Coordinator Norm Juarez **Date** 11/15/00

Reviewed by:

Field Office Chief, Right of Way [signature] **Date** 11/17/00

Entered PMCS (Event, Cost, Agree) **By:**_____ **Date**_____

view-75-pri-65

R/W DATA SHEET FOR _____

WBS 150.15.05
REVISED
UPDATED
DATE: 10/11/00
ROUTE: VEN 101
PM/KM 48.52
E.A: 125
ALT: 4
PROJ. DESC. NB CALIFORNIA OFF

TO: MOHAMMED AHMED
ATTN: Trilly Nguyen
PHONE 7 70097

PLEASE INITIAL	DATE
(1)SENIOR R/W P&M	
(2)CAPITAL COORDINATOR-RM 303	
(3)PROJECT FILE ARCHIVE COORD-RM 306	
(4) PROD.COORDINATOR	

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X 2 NOTIFY THE ABOVE COORDINATORS IF THIS IS THE PREFERRED PROJECT

_____ 3- RESIDENTIAL DISPLACEMENT IS INVOLVED AND ENVIRONMENTAL DEPT.NEEDS TO BE ADVISED BY YOUR DEPT.

x 4 -MAPS WERE : PROVIDED X NOT PROVIDED _____
DATE _____

X 5- THE MAPPING DID NOT PROVIDE SUFFICIENT NOR ADEQUATE DETAIL TO DETERMINE THE LIMITS OF THE RIGHT OF WAY REQUIRED AND EFFECTS ON THE IMPROVEMENTS.

X 6-THE TRANSPORTATION FACILITIES HAVE NOT BEEN SUFFICIENTLY DESIGNED SO OUR ESTIMATOR COULD DETERMINE THE DAMAGES TO ANY OF THE REMAINDER PARCELS AFFECTED BY THE PROJECT.

X 7- ADDITIONAL RIGHT OF WAY REQUIREMENTS ARE ANTICIPATED BUT ARE NOT DEFINED DUE TO THE PRELIMINARY NATURE OF EARLY DESIGN REQUIREMENTS.

X 8- TIME CONSTRAINTS PRECLUDED A DETAILED COST ESTIMATES

_____ 9-TIME SCHEDULE PROVIDED BY REQUESTING PARTY DID NOT PERMIT TIME FOR A FIELD INSPECTION.

_____ 10- OTHER (EXPLAIN)- _____

11	CURRENT VALUE (FUTURE USE +CONTIN.RATE)		ESCALATED VALUE			
A-R/ W ACQ.(INCL.CONTINGENCY G.W-CONDEM.-ADM.S'TL.)PERMITS VARIOUS PERMITS	$805,715	PROVIDED BY R/W ESTIMATOR $812,199 C	$1,005,194	C		
B-CLEARANCE /DEMOLITION-C.R						
C-RAP. (CONT RATE.)						
D-ESCROW COSTS (CONT RATE.)	$6,484		$8,089	C	$1,013,283	C
E-UTILITY RELOCATION COSTS	$256,500	PROVIDED BY R/W UTILITY DEPT	$292,400			
TOTAL ESTIMATED COST (CURRENT VALUE-FUTURE USE)	$1,068,699	TOTAL ESCALATION	$1,305,683			
12-CONSTRUCTION CONTRACT WORK	NOT KNOW AT THISTIME		NOT KNOW AT THISTIME			
(13)-ESCALATION RATE R/W 7%		(15)-CERT.DATE: 01/01/04	(16)YEARS TO CERT. 3.27			
(14)-ESCALATION RATEUTILITIES 8%						

17-GENERAL DESCRIPTION OF RIGHT OF WAY: SEE PAGE 2- DESCRIPTION OF R/W -SEE GRID — R/W INVOLVED YES NO R/W _____

18-RELOCATION DISPLACEMENT (R.FROM EWS) — YES _____ NO NONE

19-ARE UTILITY FACILITIES OR UTIL.RIGHT OF WAYS AFFECTED:(see utility attachement) — YES X NO _____
(20)-DESCRIBE SEE ATTACHED UTILITY SHEET- PAGE 3 OF 4

21-ARE RAILROADS FACILITIES OR R.R R/W AFFECTED (SEE R.R ATTACHEMENT) — YES _____ NO _____
(21a)DESCRIBE: SEE ATTACHED R.R SHEET -PAGE 4 OF4

22-ARE HAZARDOUS WASTE AND /OR MATERIAL FOUND: — YES _____ NONE EVIDENT _____ Potential hw& asbestos parcels _____

23-ARE EXISTING OR POTENTIAL AIR SPACE PARCELS AFFECTED — YES _____ NO X

24-IS IT ANTICIPATED THAT ALL RIGHT OF WAY WORK WILL BE PERFORMED BY C/T STAFF — YES X NO _____

25- DO YOU ANTICIPATE ANY MAJOR ITEMS OF CONSTRUTION CONTRACT WORK — NOT KNOW AT THIS TIME _____ YES _____ NO _____

26-ARE THERE ANY MATERIAL BORROW AND/ OR DISPOSAL SITES REQUIRED — NOT KNOW AT THIS TIME _____ YES _____ NO _____

27-ARE THERE POTENTIAL RELINQUISHMENT AND /OR ABANDONMENTS — NOT KNOW AT THIS TIME _____ YES _____ NO _____

28 N/A COST DATA IS NOT VALID FOR BUDGET , STIP , PROGRAMMING NOR COST SCREENS #1

DATE 10/11/00 RTE VEN 101 EA 125 ALT 4

PARCEL DATA INFORMATION IS AUTHORIZED FOR THE EVENT SCREENS

29

PARCEL COUNT TAKE TYPE

TYPES	COUNT	DUAL APPR.
A		
B	3	
C		
D		
TOTAL PAR	3	

RIGHTS NEEDED		
FEE	3	3
EASE		
TCE		

TAKES	COUNT
FULL	1
PART	2
TOTAL PAR	3

TOTAL PARCELS PER ASSESSORS RECORDS AND /OR MAPS: TOTAL 4 PARCELS

REVIEW

TOTAL TTD TAKES 3

UTILITIES

	COUNT	PY HOURS
U4-1		
U4-2		
U4-3		
U4-C		
U5-7		
U5-8		
U5-9		
TOTAL		
RR C&M AGRMT.		
RR SVC CONT.		
RR LIC/RE/CLAUS		
RR MISC.ACQ.		

MISC.R/W

	COUNT	PY HRS
TOTALS		
ROE,OP's,PERMITS ACQ	1	13.5
GOV'T PERMITS ACQ	0.6	6
CONST.PERMIT. ACQ	0.6	6
OUTDOOR ADV.SIGNS	1	32
POTENTIAL CONDEM.PAR.		
POTENTIAL CLEAR / DEMO.PAR.		57.5

ROUGH EST.OF PY'S

ESTIMATE OF PY'S	PY'S
PROJ.TYPE DESC.	
PROJECT PY's	
PARCEL SUPPORT HOURS	1934.1
MISC.PERMITS,ODA PY	57.5
UTIL. And R.R. PY's	
TOTALS PY HOURS	1991.60
TOTAL PERSON YEARS	1.1265

ROUGH EST.OF PY'S

FUNCTIONAL INVOLVEMENT EST.

ACTIVITY	%	PERSON YRS
APP.	26%	0.29
ACQ	28%	0.32
RAP	18%	0.20
DEMO	14%	0.16
PM	8%	0.07
UTIL.	8%	0.09
TOTAL	100%	1.13

DISPLACEMENTS OF UNITS

Displacement from SFR.	
Displacement from MULTI	
Displacement from BUS	

INCOMPLETE

PARCEL PARCELS WITH RAP INVOLVEMENT

COUNT	NONE
	Improved Par. Count
	1

GENERAL DESCRIPTION &COUNT OF R/W

ACQ.TAKE TYPE	SFR	2-4 RES.	4+ RES. UNITS	COM.	OFFICE	IND.	AGRIC	MOBIL HOME	GOV'T		
FULL WITH IMPS.(FI)				1							1
FULL NO IMPS.(FN)											
PART WITH IMPS.(PI)											
PART NO IMPS(PN)				2							
PERM.EASE.(E)											
TEMP.CONT.EASE.(TE)											
INDIV. TOTALS				3						3	1

30-POTENTIAL EXCESS PARCELS — NOT KNOW AT THIS TIME _____ NUM.OF EX.CESS PARCELS _____ NONE _____

31-POTENTIAL IMPROVED PARCELS — NOT KNOW AT THIS TIME _____ NUM.OF PARCELS 1 NONE _____

32-EVALUATION PREPARED BY:

RIGHT OF WAY EST.PREPARED BY: STEVE FLORES DATE 10/11/00

RAILROAD EST PREPARED BY: KEN MOORE DATE 11/09/00

UTILITIES EST.PREPARED BY: NORM JUAREZ DATE 11/14/00

33-REAL PROPERTY SERVICES: CAPITAL OUTLAY SUPPORT

FUNCTION	ESCALATED COSTS	PREPARED BY MANAGER	DATE
A- ROUTINE MAINTENANCE (OBJECT CODE 058)			
B-ADVERTISING COSTS (OBJECT CODE 039)			
C-UTILITY COSTS (OBJECTS CODE 002)			

34- SR .R/W.AGENT APPROVES DATA SHEET J.CABRERA DATE _____

PROJECT MANAGER CONCURS WITH THIS DATA SHEET _____ DATE _____

I HAVE PERSONALLY REVIEWED THIS R/W.DATA SHEET AND ALL SUPPORTING INFORMATION
I CERTIFY THAT THE PROBABLE HIGHEST AND BEST USE ,ESTIMATED VALUES,AND ASSUMPTIONS ARE REASONABLE AND PROPER SUBJECT TO THE LIMITING CONDITIONS SET FORTH,AND I FIND THIS DATA SHEET COMPLETE AND CURRENT.

This data sheet is not to be signed by Chief unless accompanied by final scoping report (PR,PSR,PSSR)for review and/or signature.

CHIEF _____ DATE _____

ATTACHMENT I

TASAS (TABLE B)

TASAS TABLE B DISTRICT
SELECTIVE ACCIDENT RATE CALCULATION
ROUTE SEQUENCE

LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE* TOT	FAT	INJ	F+I	MULTI VEH	WET	DARK	PER KLD INJ	*ADT * MAIN X-ST	TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-* ACTUAL FAT	F+I	TOT	AVERAGE FAT	F+I	TOT
101 VEN 30.007 NB OFF CALIFORNIA ST 07-0001 95-04-01 00-03-31 60 MO	R10 (U)	13	0	3	3	11	2	2	0 5	9.5	17.35+	.000	.17	.75	.005	.61	1.50

+ DENOTES MV USED IN RATES

ATTACHMENT I

REQ NO 2390 ALL N/B RAMP ACCIDENTS VEN 101 030.007 04-01-95 THRU 03-31-00 M.ARYA NO.195

SUBMITTORS DISTRICT 72 - MESSAGES -

SUBMITTORS NAME AMIR

ACCIDENTS SELECTED 13

LOCATION CRITERIA -

DISTRICT	07	POSTMILE	FROM	030.007	TO			DATE RANGE	FROM	04-01-95	TO	03-31-00
ROUTE	101		OR FROM		TO		AND		OR FROM		TO	
COUNTY	VEN		OR FROM		TO				OR FROM		TO	

ACCIDENT AND HIGHWAY CRITERIA -

11	AN	508	ACC FILE TYPE	EQ	R
12	AN	514	ACC SIDE OF HIGHWAY	EQ	N

REQ NO 2390 ALL N/B RAMP ACCIDENTS VEN 101 030.007 04-01-95 THRU 03-31-00 M.ARYA NO.195

DIST	RTES NO	U F	CO	P R E	LOC POST MILE	H G	A C	M T	B A	LANES LT	RT	RI UO	F T	R L	I H	S O	D A	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F	W	L	S	R C	R W	T O	C C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O P	L S	O C	L O	S O	L O	C O	L O	S C	L O	C O	OA F 12	M O V	SD P 12
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	2		02	14	00	2025	560800286	3	A	C	B	H	A	D	02	A	W	2	<	00	00	V2A	---	---	---	F<	E	A<
																															A	E	2	<	00	02	V1F	---	---	---	N<	B	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	2		12	20	99	1055	560800295	4	A	A	A	H	A	B	02	D	N	1	<	00	00	V2F	---	---	---	F<	B	A<
																															A	N	1	<	00	00	V1F	---	---	---	<<	A	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	1		06	06	99	1700	560800285	3	A	A	A	H	D	D	02	A	N	2	<	00	00	V2F	---	---	---	E<	B	A<
																															E	W	1	<	00	00	V1F	---	---	---	<<	D	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	3		06	01	99	1848	560800088	5	B	A	B	H	A	C	02	D	N	1	<	00	00	V2D	---	---	---	N<	H	A<
																															A	N	1	<	00	00	V1D	---	---	---	N<	A	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	1	N	3		03	02	99	0945	976512102	6	A	A	A	H	A	B	02	G	N	1	<	00	00	V2E	---	---	---	N<	D	G<
																															F	N	1	<	00	00	V1F	---	---	---	N<	A	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	1		08	30	98	1800	560800271	3	A	A	A	H	D	D	02	D	S	2	<	00	00	V2D	---	---	---	N<	B	A<
																															A	N	1	<	00	01	V1D	---	---	---	N<	B	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	1		06	14	98	1531	560800241	6	A	A	A	H	D	D	02	A	N	2	<	00	00	V2F	---	---	---	N<	B	A<
																															D	W	1	<	00	00	V1F	---	---	---	N<	B	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	1		03	01	98	1856	560800263	2	A	C	A	H	A	C	02	J	N	2	<	00	00	V2F	---	---	---	<<	B	<<
																															A	N	2	<	00	00	V1F	---	---	---	N<	D	<<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	2	N	1		02	22	98	1615	976514548	5	B	A	A	H	D	E	01	A	N	1	<	00	00	30H	---	---	---	4<	R	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	2	N	5		12	11	97	1557	976511054	5	A	A	A	H	A	C	03	A	N	1	<	00	00	V2E	---	---	---	F<	B	A<
																															A	N	1	<	00	02	V1E	V3E	---	---	N<	A	A<
																															A	N	1	<	00	00	---	V2E	---	---	N<	A	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	1		08	10	97	1830	560800222		<	A	<	<	<	E	01	A	N	1	<	00	00	18J	---	---	---	<<	C	<<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	4	N	4		07	09	97	1310	560800205	6	A	A	A	H	A	D	02	A	N	2	<	00	00	V2D	---	---	---	<<	B	G<
																															D	S	1	<	00	00	V1F	---	---	---	N<	E	A<
07	101		VEN	030.007		D	F	J	A	03	03	UI	R	1	N	5		12	12	96	1440	976513674	6	B	A	A	H	D	C	02	D	N	1	<	00	00	V2E	---	---	---	N<	B	A<
																															A	N	1	<	00	00	V1E	---	---	---	L<	J	A<

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
13	0	3	10	0	5

WITHOUT DETAIL
0

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
2	15.3	1
10	76.9	2
1	7.6	3
0	0.0	> 3

LINES CODED NUMBER	PCT	CODE
2	15.3	1
10	76.9	2
1	7.6	3
0	0.0	4
0	0.0	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<--------HOUR OF DAY-------->

NUMBER	PCT	CODE
0	0.0	00- 12 MID.
0	0.0	01- 1 A.M.
0	0.0	02- 2 A.M.
0	0.0	03- 3 A.M.
0	0.0	04- 4 A.M.
0	0.0	05- 5 A.M.
0	0.0	06- 6 A.M.
0	0.0	07- 7 A.M.
0	0.0	08- 8 A.M.
1	7.6	09- 9 A.M.
1	7.6	10- 10 A.M.
0	0.0	11- 11 A.M.
0	0.0	12- 12 NOON
1	7.6	13- 1 P.M.
1	7.6	14- 2 P.M.
2	15.3	15- 3 P.M.
1	7.6	16- 4 P.M.
1	7.6	17- 5 P.M.
4	30.7	18- 6 P.M.
0	0.0	19- 7 P.M.
1	7.6	20- 8 P.M.
0	0.0	21- 9 P.M.
0	0.0	22- 10 P.M.
0	0.0	23- 11 P.M.
0	0.0	25- UNKNOWN

<--------ACCESS CONTROL---------->

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
13	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--------SIDE OF HIGHWAY------>

NUMBER	PCT	CODE
13	100.0	N-NORTHBOUND
0	0.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----------YEAR-------->

NUMBER	PCT	CODE
0	0.0	1990
0	0.0	1991
0	0.0	1992
0	0.0	1993
0	0.0	1994
0	0.0	1995
1	7.6	1996
3	23.0	1997
4	30.7	1998
4	30.7	1999
1	7.6	2000

<------------MONTH---------->

NUMBER	PCT	CODE
0	0.0	01-JANUARY
2	15.3	02-FEBRUARY
2	15.3	03-MARCH
0	0.0	04-APRIL
0	0.0	05-MAY
3	23.0	06-JUNE
1	7.6	07-JULY
2	15.3	08-AUGUST
0	0.0	09-SEPTEMBER
0	0.0	10-OCTOBER
0	0.0	11-NOVEMBER
3	23.0	12-DECEMBER

<---------DAY OF WEEK-------->

NUMBER	PCT	CODE
6	46.1	1-SUNDAY
2	15.3	2-MONDAY
2	15.3	3-TUESDAY
1	7.6	4-WEDNESDAY
2	15.3	5-THURSDAY
0	0.0	6-FRIDAY
0	0.0	7-SATURDAY

NUMBER	PCT	PRIMARY COLLISION FACTOR	NUMBER	PCT	TYPE OF COLLISION	NUMBER	PCT	ROADWAY CONDITION
0	0.0	1-INFLUENCE ALCOHOL	0	0.0	A-HEAD-ON	0	0.0	A-HOLES, RUTS
1	7.6	2-FOLLOW TOO CLOSE	2	15.3	B-SIDESWIPE	0	0.0	B-LOOSE MATERIAL
3	23.0	3-FAILURE TO YIELD	4	30.7	C-REAR END	0	0.0	C-OBSTRUCTION ON ROAD
1	7.6	4-IMPROPER TURN	5	38.4	D-BROADSIDE	0	0.0	D-CONSTRUCT-REPAIR-ZONE
3	23.0	5-SPEEDING	2	15.3	E-HIT OBJECT	0	0.0	E-REDUCED ROAD WIDTH
4	30.7	6-OTHER VIOLATIONS	0	0.0	F-OVERTURN	0	0.0	F-FLOODED
0	0.0	B-IMPROPER DRIVING	0	0.0	G-AUTO-PEDESTRIAN	0	0.0	G-OTHER
0	0.0	C-OTHER THAN DRIVER	0	0.0	H-OTHER	12	92.3	H-NO UNUSUAL CONDITION
0	0.0	D-UNKNOWN	0	0.0	<-NOT STATED	1	7.6	<-NOT STATED
0	0.0	E-FELL ASLEEP	0	0.0	-INVALID CODES			
0	0.0	<-NOT STATED						
1	7.6	-INVALID CODES						

NUMBER	PCT	WEATHER	NUMBER	PCT	LIGHTING	NUMBER	PCT	ROAD SURFACE
9	69.2	A-CLEAR	11	84.6	A-DAYLIGHT	10	76.9	A-DRY
3	23.0	B-CLOUDY	0	0.0	B-DUSK/DAWN	2	15.3	B-WET
0	0.0	C-RAINING	2	15.3	C-DARK-STREET LIGHT	0	0.0	C-SNOWY, ICY
0	0.0	D-SNOWING	0	0.0	D-DARK-NO STREET LIGHT	0	0.0	D-SLIPPERY
0	0.0	E-FOG	0	0.0	E-DARK-INOPR STREET LIGHT	1	7.6	<-NOT STATED
0	0.0	F-OTHER	0	0.0	F-DARK-NOT STATED	0	0.0	-INVALID CODES
0	0.0	G-WIND	0	0.0	<-NOT STATED			
1	7.6	<-NOT STATED	0	0.0	-INVALID CODES			

NUMBER	PCT	RIGHT OF WAY CONTROL	NUMBER	PCT	HIGHWAY GROUP	NUMBER	PCT	INTERSECTION OR RAMP ACCIDENT LOCATION
7	53.8	A-CONTROL FUNCTIONING	0	0.0	R-IND. ALIGN-RIGHT	2	15.3	1-RAMP INTERSECTION (EXIT)
0	0.0	B-CONTROL NOT FUNCTIONING	0	0.0	L-IND. ALIGN-LEFT	2	15.3	2-RAMP
0	0.0	C-CONTROLS OBSCURED	13	100.0	D-DIVIDED	0	0.0	3-RAMP ENTRY
5	38.4	D-NO CONTROLS PRESENT	0	0.0	U-UNDIVIDED	9	69.2	4-RAMP AREA, INTERSECT STREET
1	7.6	<-NOT STATED				0	0.0	5-IN INTERSECTION
						0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
						0	0.0	--DOES NOT APPLY

- - - PARTY SUMMARY - - -

PARTY TYPE

NUMBER	PCT	CODE
12	92.3	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRALR
0	0.0	C-MOTORCYCLE
6	46.1	D-PICKUP/PANEL TRUCK
1	7.6	E-PICKUP/PANEL W/TRALR
1	7.6	F-TRUCK/TRUCK TRACTOR
1	7.6	G-TRK/TRACTOR & 1 TRALR
0	0.0	2-TRK/TRACTOR & 2 TRALR
0	0.0	3-TRK/TRACTOR & 3 TRALR
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRK/TRA & 1 TANK TRLR
0	0.0	6-TRK/TRA & 2 TANK TRLR
0	0.0	H-SCHOOL BUS
0	0.0	I-OTHER BUS
1	7.6	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUIP
0	0.0	L-BICYCLE
0	0.0	M-OTHER-MOTOR VEH
0	0.0	N-OTHER-NON-MOTOR VEH
0	0.0	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
0	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

DIRECTION OF TRAVEL

NUMBER	PCT	CODE
12	92.3	N-N, NE, NW BOUND
2	15.3	S-S, SE,SW BOUND
1	7.6	E-EASTBOUND
3	23.0	W-WESTBOUND
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY

MOVEMENT PRECEDING COLLISION

NUMBER	PCT	CODE
4	30.7	A-STOPPED
9	69.2	B-PROCEDED STRAIGHT
1	7.6	C-RAN OFF ROAD
3	23.0	D-MAKING RIGHT TURN
2	15.3	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
0	0.0	G-BACKING
1	7.6	H-SLOWING, STOPPING
0	0.0	I-PASS OTHER VEHICLE
1	7.6	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
0	0.0	O-PARKED
0	0.0	P-MERGING
0	0.0	Q-TRVL WRONG WAY
1	7.6	R-OTHER
0	0.0	<-NOT STATED
		PEDESTRIAN
0	0.0	2-XING XWALK-INTRST
0	0.0	3-XING XWALK-NOT INTR
0	0.0	4-XING NOT XWALK
0	0.0	5-ROADWAY-INCL SHLDR
0	0.0	6-NOT IN ROADWAY
0	0.0	7-APRH-LEAVE SCHL BUS
0	0.0	-INVALID CODES

SPECIAL INFORMATION

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
13	100.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

OTHER ASSOCIATED FACTOR

# 1 NUMBER	# 1 PCT	# 2 NUMBER	# 2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
1	7.6	0	0.0	4-IMPROPER TURN
0	0.0	0	0.0	5-SPEEDING
0	0.0	0	0.0	6-OTHER VIOLATIONS
1	7.6	0	0.0	E-VISION OBSCUREMENT
3	23.0	0	0.0	F-INATTENTION
0	0.0	0	0.0	G-STOP & GO TRAFFIC
0	0.0	0	0.0	H-ENTER/LEAVE RAMP
0	0.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
1	7.6	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	0	0.0	M-OTHER
9	69.2	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
5	38.4	13	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

<----------OBJECT STRUCK----------> <----------LOCATION OF COLLISION----------->

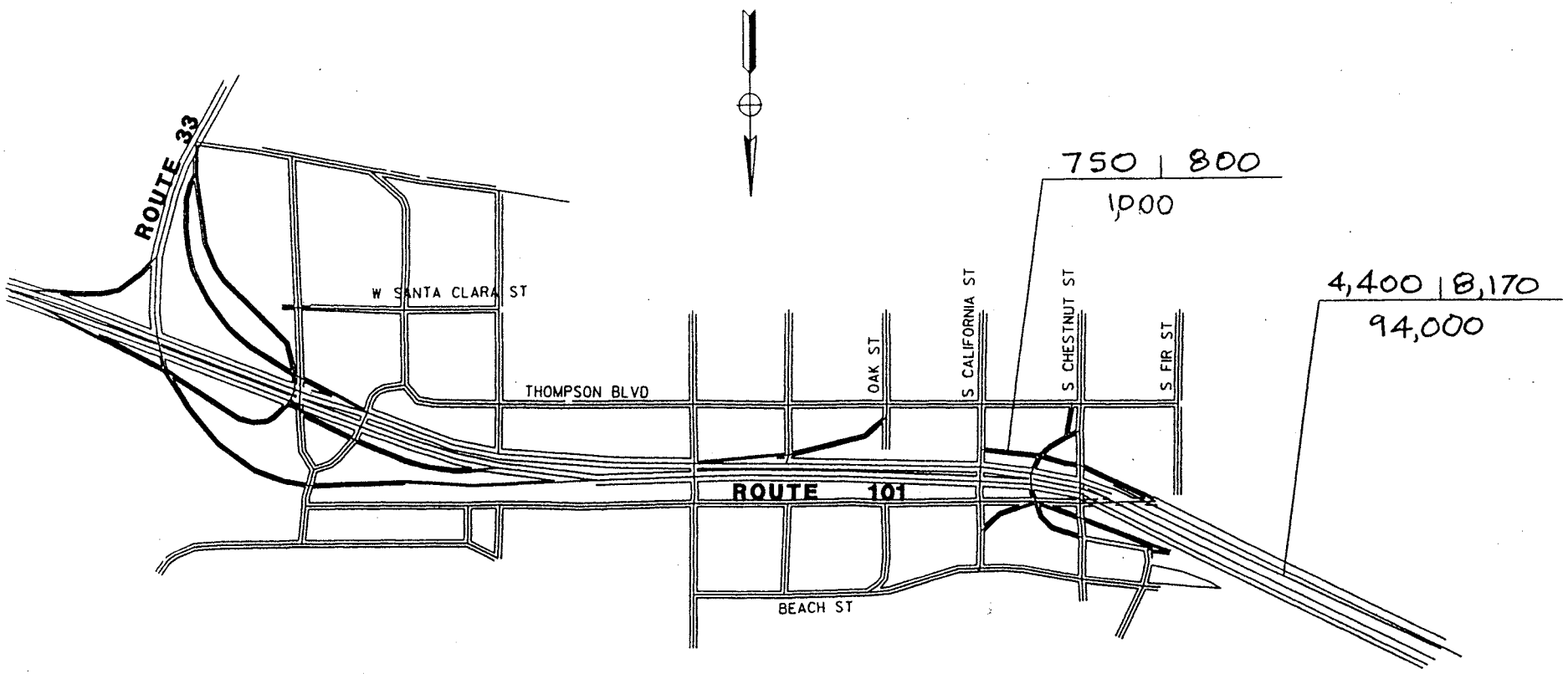
PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT		PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING	1	7.6	0	0.0	A-BEYOND MEDIAN OR STRIPE-LFT
0	0.0	0	0.0	02-END OF BRIDGE RAILING	0	0.0	0	0.0	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	03-PIER,COLUMN,ABUTMENT	0	0.0	0	0.0	C-LEFT SHOULDER AREA
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE	3	23.0	0	0.0	D-LEFT LANE
0	0.0	0	0.0	05 BRIDGE END POST IN GORE	3	23.0	1	7.6	E-INTERIOR LANES
0	0.0	0	0.0	06-END OF GUARD RAIL	7	53.8	0	0.0	F-RIGHT LANE
0	0.0	0	0.0	07-BRIDGE APPROACH GRD RAIL	0	0.0	0	0.0	G-RIGHT SHOULDER AREA
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE	1	7.6	0	0.0	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	11-UTILITY POLE	0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)	1	7.6	0	0.0	J-OTHER
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST	0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC	0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	15-GUARDRAIL	0	0.0	0	0.0	<-NOT STATED
0	0.0	0	0.0	16-MEDIAN BARRIER	1	7.6	13	100.0	--DOES NOT APPLY
0	0.0	0	0.0	17-WALL(EXCEPT SOUND WALL)	0	0.0	0	0.0	-INVALID CODES
1	7.6	0	0.0	18-DIKE OR CURB					
0	0.0	0	0.0	19-TRAFFIC ISLAND					
0	0.0	0	0.0	20-RAISED BARS					
0	0.0	0	0.0	21-CONCRETE OBJ(HDWL,D.I.)					
0	0.0	0	0.0	22-GUIDEPOST,CULVERT,PM					
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT					
0	0.0	0	0.0	24-OVER EMBANKMENT					
0	0.0	0	0.0	25-IN WATER					
0	0.0	0	0.0	26-DRAINAGE DITCH					
0	0.0	0	0.0	27-FENCE					
0	0.0	0	0.0	28-TREES					
0	0.0	0	0.0	29-PLANTS					
1	7.6	0	0.0	30-SOUND WALL					
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD					
0	0.0	0	0.0	41-TEMP BARRICADES, CONES					
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD					
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD					
0	0.0	0	0.0	44-OVERTURNED					
0	0.0	0	0.0	45-CRASH CUSHION(SAND)					
0	0.0	0	0.0	46-CRASH CUSHION(OTHER)					
0	0.0	0	0.0	51-CALL BOX					
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK					
0	0.0	0	0.0	99-NO OBJECT INVOLVED					
11	84.6	1	7.6	V1 THRU V9-VEHICLE 1 TO 9					
0	0.0	0	0.0	<<-NOT STATED					
1	7.6	13	100.0	---DOES NOT APPLY					
0	0.0	0	0.0	-INVALID CODES					

<-----SOBRIETY-----> <----------DRUG/PHYSICAL----------->

SOBRIETY NUMBER	SOBRIETY PCT	DRUG/PHYSICAL NUMBER	DRUG/PHYSICAL PCT	CODE
11	84.6	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
2	15.3	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
2	15.3	13	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
		0	0.0	-INVALID CODES

ATTACHMENT J

TRAFFIC VOLUME: YEAR 2000 & 2025



2000 TRAFFIC VOLUMES

LEGEND

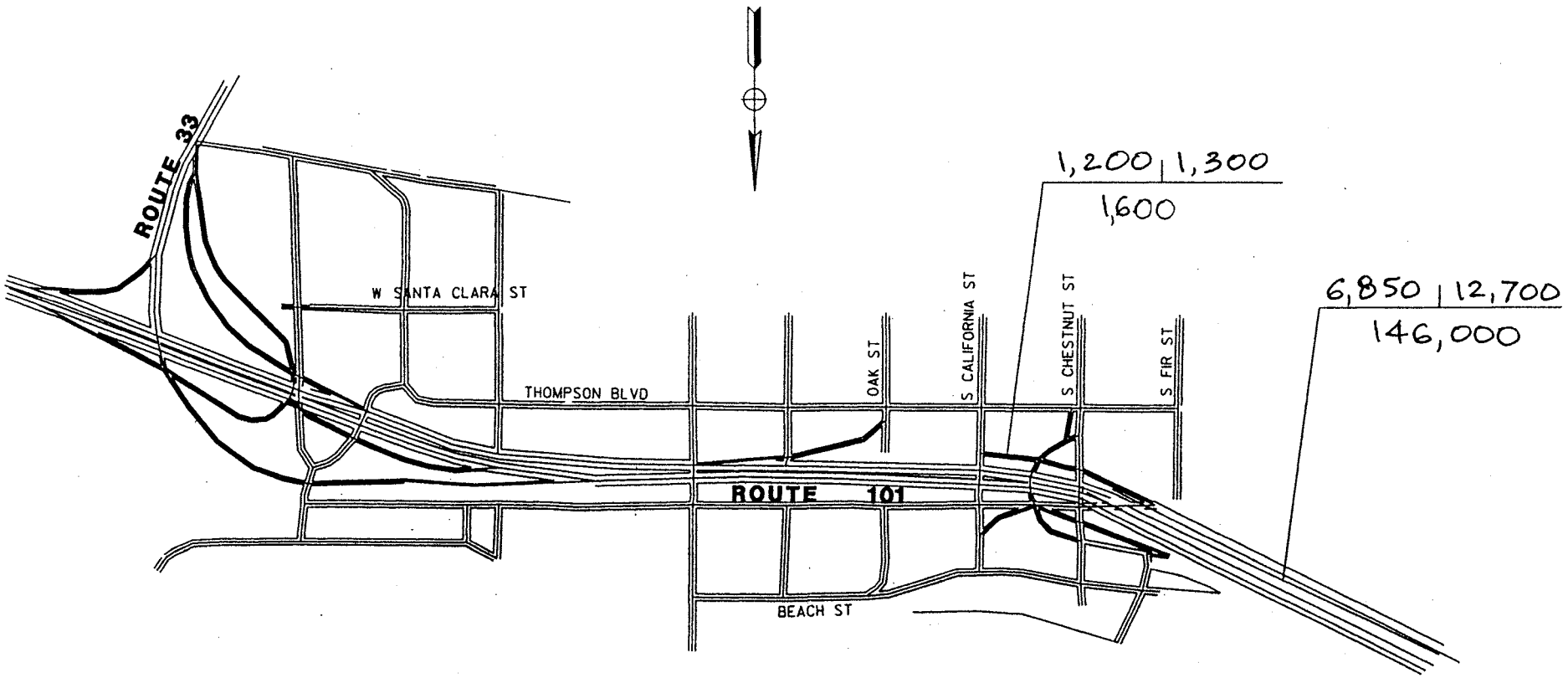
AM PK | PM PK

ADT

ATTACHMENT J

SHEET 1 OF 2

NOT TO SCALE



2025 TRAFFIC VOLUMES

LEGEND

AM PK | PM PK

ADT

ATTACHMENT J

SHEET 2 OF 2

NOT TO SCALE

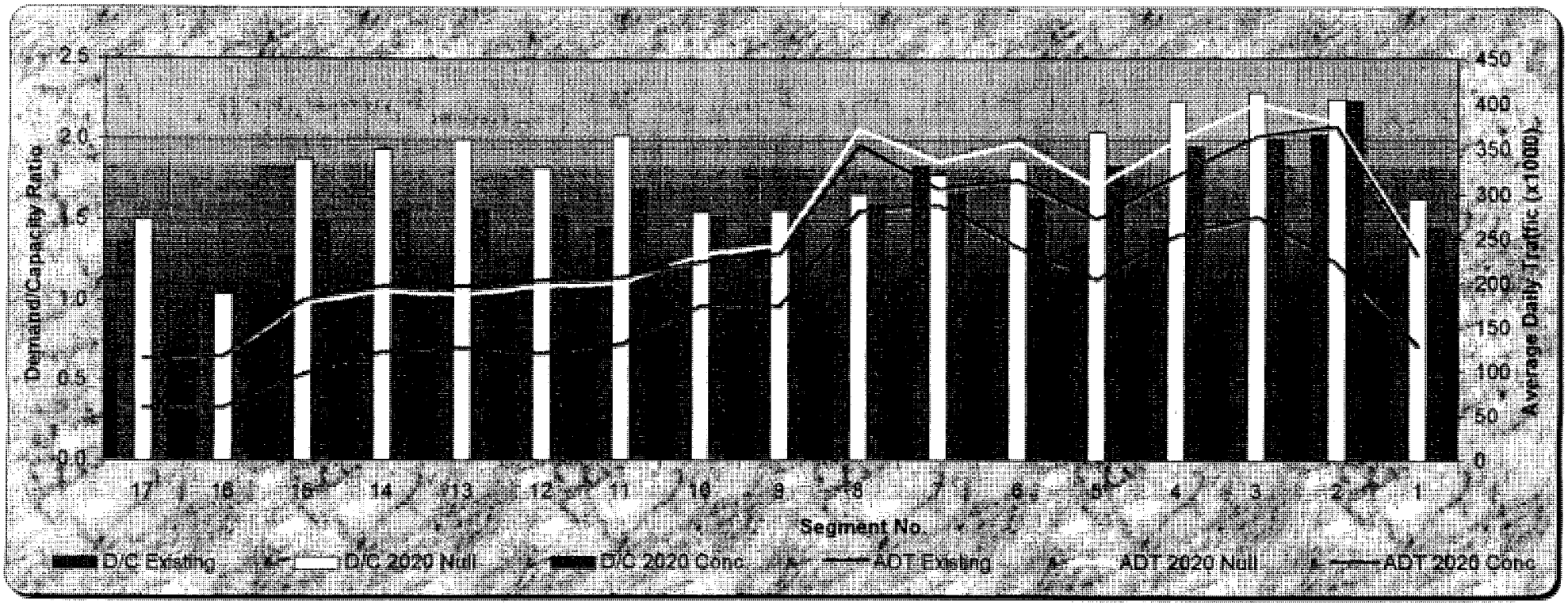
Transportation Concept Report

California Department of Transportation
District 7
Office of Advance Planning
System Planning Unit

ATTACHMENT J

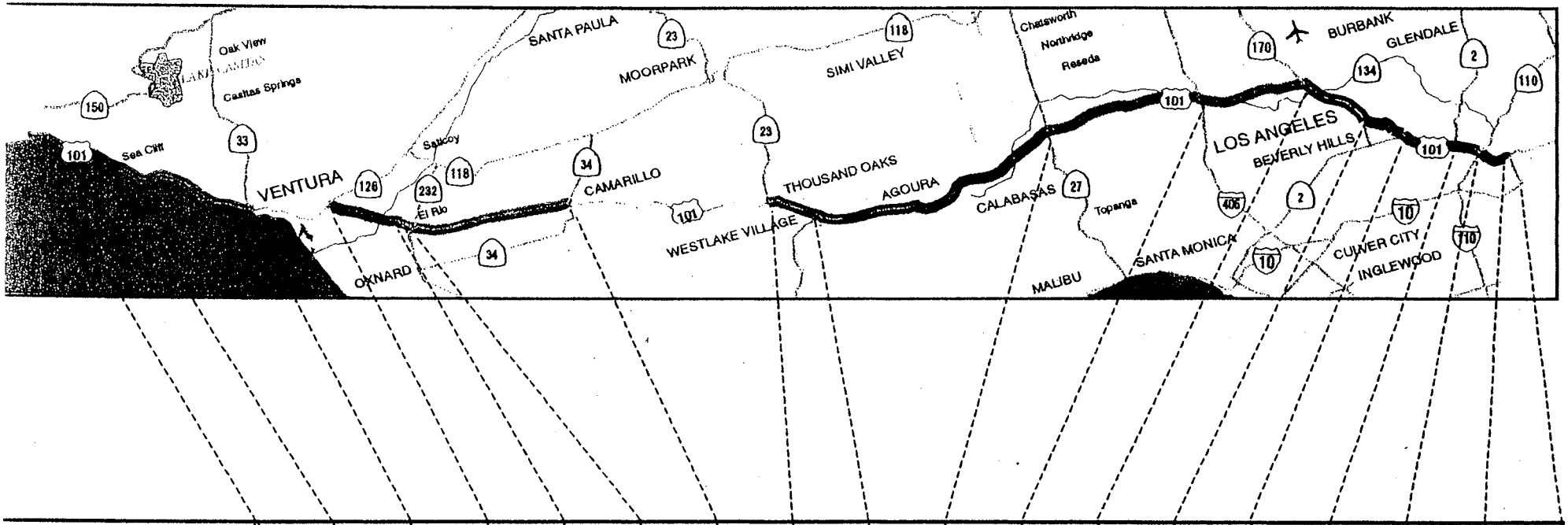
July 1999

Unite[illegible]ates 101
Present and Future Operating Conditions



Segment #	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
Existing																	
Demand / Capacity	1.35	1.10	1.28	1.24	1.23	1.29	1.46	1.19	1.46	1.44	1.84	1.12	1.35	1.45	1.24	2.03	0.95
Ave. Daily Traffic (x1,000)	59	60	97	122	126	120	130	174	174	281	288	240	204	254	274	222	129
Number of Lanes	2	3	3	3	3	3	3	4	4	5	5	5	4	4	4	4	3
Pk.hour Level Of Service	F1	F0	F1	F0	F0	F1	F3	F0	F3	F1	F3	F0	F1	F2	F0	F3	E
2020 Null With Route 710 (Main Line)																	
Demand / Capacity	1.50	1.04	1.88	1.94	2.00	1.83	2.03	1.56	1.57	1.67	1.79	1.88	2.05	2.24	2.29	2.25	1.64
Ave. Daily Traffic (x1,000)	114	117	177	191	187	197	200	233	243	373	337	357	309	361	401	379	240
Number of Lanes	2	3	3	3	3	3	3	4	4	5	5	5	4	4	4	4	4
Pk.hour Level Of Service	F3	F0	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3
2020 Concept (Alternate #1)																	
Demand / Capacity	1.00	1.04	1.49	1.56	1.57	1.53	1.70	1.53	1.52	1.60	1.67	1.64	1.84	1.96	1.99	2.24	1.46
Ave. Daily Traffic (x1,000)	114	117	180	196	197	203	207	225	234	353	306	316	272	321	363	374	232
Number of Lanes	3	3	4	4	4	4	4	4	4	5	5	5	4	4	4	4	4
Pk.hour Level Of Service	E	F0	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3

United States 101
Concept Summary - Segment Configuration



Segment #	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
Existing																	
Demand / Capacity	1.35	1.10	1.28	1.24	1.23	1.29	1.46	1.19	1.46	1.44	1.84	1.12	1.35	1.45	1.24	2.03	0.95
Ave. Daily Traffic (x1,000)	59	60	97	122	126	120	130	174	174	281	288	240	204	254	274	222	129
Number of Lanes	2	3	3	3	3	3	3	4	4	5	5	5	4	4	4	4	3
Pk.hour Level Of Service	F1	F0	F1	F0	F0	F1	F3	F0	F3	F1	F3	F0	F1	F2	F0	F3	E
2020 Null With Route 710 (Main Line)																	
Demand / Capacity	1.50	1.04	1.88	1.94	2.00	1.83	2.03	1.56	1.57	1.67	1.79	1.88	2.05	2.24	2.29	2.25	1.64
Ave. Daily Traffic (x1,000)	114	117	177	191	187	197	200	233	243	373	337	357	309	361	401	379	240
Number of Lanes	2	3	3	3	3	3	3	4	4	5	5	5	4	4	4	4	4
Pk.hour Level Of Service	F3	F0	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3
2020 Concept (Alternate #1)																	
Demand / Capacity	1.00	1.04	1.49	1.56	1.57	1.53	1.70	1.53	1.52	1.60	1.67	1.64	1.84	1.96	1.99	2.24	1.46
Ave. Daily Traffic (x1,000)	114	117	180	196	197	203	207	225	234	353	306	316	272	321	363	374	232
Number of Lanes	3	3	4	4	4	4	4	4	4	5	5	5	4	4	4	4	4
Pk.hour Level Of Service	E	F0	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3	F3

State of California Business, Transportation and Housing Agency

Memorandum

To: Mohamed Ahmed, St. T.E.
Office of Project Studies

Date: December 11, 2000

EA 07 21070K
07-Ven 101 KP 48.4 (P.M. 30.07)
Ramp Modification
0.7 Km SE of Rte. 33 IC
0.9 Km NW of Vista Del Mar Drive

From: Leann Williams, Sr. T.P.
DEPARTMENT OF TRANSPORTATION
Air Quality / Aviation Program

Subject: Request for Conformity Status

We have reviewed the above-subject project PSR and have the following comments:

Page 9 - System Planning
The proposed project is not identified in the Ventura County Transportation Commission's (VCTC) 1999 Ventura County Congestion Management Program/Capital Improvement Program (CMP/CIP) adopted on December 3, 1999. The project is not listed in the 1998 Regional Transportation Plan (RTP) prepared by the Southern California Association of Government's (SCAG). As part of the June 6, 2000 Transportation Congestion Relief Program (TCRP), the proposed project is identified in the baseline scenario of the December, 2000 Draft 2001 Regional Transportation Plan (RTP) prepared by SCAG.

Page 10 - Air Quality
The project is located in the South Central Coast Air Basin (SCAB). This air basin is classified as nonattainment for Particulate Matter PM_{10} for the State standard; however, the federal standard is classified as attainment/unclassified. The basin is classified as attainment for Carbon Monoxide (Co) for the State standard, while the federal standard for CO is classified as attainment/unclassified.

Projects of this type are not specifically listed in the EPA Conformity Rule, (40 CFR Parts 51 and 53, Section 51.462). which identifies projects that are either exempt from all emissions analysis or exempt from regional emissions analysis. The proposed project may be subject to both a Co hot spot analysis and a PM_{10} qualitative analysis to determine localized emissions effects.

Air Quality Conformity
The Clean Air Act Amendments (CAAAs) of 1990 require that transportation plans, programs and projects which are funded by or approved under Title 23 U.S.C. or Federal Transit Act (FTA) conform with state or federal air quality plans. In order to be found to conform, a project must come from approved transportation plans and programs such as the State Implementation Plan (SIP), RTP and the Regional Transportation Improvement Program (RTIP).

The proposed project is not identified in the federally approved (October 6, 2000), 2000/01 - 2005/06 RTIP prepared by the SCAG. Based on the project description, i.e. ramp modification, the project can very likely be administratively amended into the existing RTIP. An essential prerequisite to inclusion in the RTIP is that funding be identified for the proposed project. The project sponsor must take the necessary steps to ensure that this project is included in the 2000/01 - 2005/06 RTIP.

Until the proposed project is included in the RTIP, it does not conform to the requirements of the federal CAAA's of 1990.

ATTACHMENT K

RECOMMENDED STRUCTURAL SECTION

State of California Business, Housing and Transportation Agency

Memorandum

To: **Mohamed Ahmed, Sr. T.E.**
Project Development Branch D
Attn.: **Trilly Nguyen**

November 5, 2000

07-VEN-101
KP 48.52
07-21070K

Kirsten Stahl, P.E.
Division of Construction, Materials Investigations
From: **DEPARTMENT OF TRANSPORTATION**

Subject: **Structural Section Recommendation**

Per your request, Materials Investigations has reviewed the above mentioned project and offers the following comments and recommendations:

I. Soil Properties at the Proposed Site

Because of the difficulties to get a permit to enter the proposed site for an investigation, the actual soil properties, such as the R-value, are not available at this time. Materials Investigations recommends a lower R-value of 10 for a conservative design at this stage. The recommendations for the structural sections below, therefore, are for reference only.

II. Structural Sections

TI = 10, R-value = 10 (estimated)

A. Alternative 1, AC Pavement

150 mm Asphalt Concrete (AC), Type B
150 mm Lean Concrete Base (LCB)
270 mm Aggregate Base (AB), Class 3
570 mm Total

ATTACHMENT K

B. Alternative 2, AC Pavement, Full Depth

375 mm Asphalt Concrete (AC), Type B
105 mm Aggregate Base (AB), Class 3 (working table)
480 mm Total

III. Off-Ramp Termini

PCC ramp termini are recommended on the off ramps and shall have a minimum length of 45 meters. Additional length should be considered depending of the length of the traffic queuing.

260 mm Portland Cement Concrete (PCC)
150 mm Lean Concrete Base (LCB)
105 mm Aggregate Base (AB), Class 3
515 mm Total

The above recommendations have been made based on the assumption that the ramps are in a business districts and metropolitan areas. If the ramps will serve any industrial areas, the Traffic Index will be 12 and the structural section design will be changed accordingly.

If you have any questions, please call me at 7-0470 or Tony Guo of my staff at 7-0471.

Kirsten Stahl, P.E.
Civil Engineering License No. C46857 – Exp. 06/30/03
District Materials Engineer

ATTACHMENT L

PRELIMINARY NOISE EVALUATION

[redacted]

Memorandum

To: Cathy Wright
Senior Environmental Planner
Office of Environmental Planning

Mohamed Ahmed
Senior Transportation Engineer
Office of Project Studies

November 16, 2000

7-Ven-101 KP 48.52
N/B California Off-Ramp
Modification
EA 21070K

From: Jamal El-Jamal
DEPARTMENT OF TRANSPORTATION

Subject: **Preliminary Noise Analysis**

The Noise Investigations Section has completed a preliminary noise investigation for the proposed modification on the above-described project, adjacent to the Northbound California Street Off-Ramp on the Route 101 Freeway in the City of San Buenaventura.

Based upon the information provided by your office, there is an existing commercial site with two restaurants and a beauty school abutting the freeway within the project limits. This freeway-widening project is a Type 1 project as defined in the Traffic Noise Analysis Protocol (TNAP). For all Federally funded Type 1 projects, the entire area within the project limits including the commercial area should be evaluated for noise impacts as required by 23 CFR 772.9 including documentation of the existing noise level.

Please be advised that the 1998 Traffic Noise Analysis Protocol (TNAP), Article 2.83 (d) states that noise abatement is normally not considered reasonable for commercial areas. However, a traffic noise impact report must be completed as part of the environmental document.

If there are any questions, please telephone Mr. Gary H. Roller at Ext. 7-3642.

Jamal El-Jamal, P.E.
Senior Transportation Engineer
Noise Investigations Section
Office of Environmental Engineering and
Feasibility Studies

cc: Mumbie Fredson Cole, Project Management
Rich Galvin, Environmental Planning
Ayub Rahman, OEEFS

ATTACHMENT L

ATTACHMENT M

HAZARDOUS WASTE INVESTIGATION

State of California Business, Transportation and Housing Agency

Memorandum

To: Mohamed Ahmed
Senior Transportation
Office of Project Studies

Date: October 13, 2000

File: 07-VEN-101-KP 48.52
N/B California Off-Ramp
Modification
EA : 21070K

From: **DEPARTMENT OF TRANSPORTATION**
Office of Environmental Engineering & Feasibility Studies
Hazardous Waste Unit, North Region

Subject: Project Study Report/Preliminary Environmental Assessment Report

This is in response to your memorandum dated September 13, 2000 requesting Hazardous Waste Assessment for the above-referenced project. This project has 4 proposed alternatives to modify the northbound California off-ramp on Route 101 in the City of San Buenaventura, County of Ventura. We have completed our review. Based on the available information, this project is given a Hazardous Waste Assessment as noted below.

There is a Potential of Hazardous Waste Contamination from aerially deposited lead (ADL) contaminated soils, present in unpaved areas requiring excavation for the above noted project.

A Site Investigation (SI) will have to be performed to determine the extent of possible contamination. The study will commence upon receipt of the request from the Office of Project Development and will take a minimum of 90 days to obtain the final results. A right of entry will also be required to perform SI on the proposed new right of way to be acquired. The completed SI Report will indicate if special provisions are required for the handling and disposal/reuse of soil.

For cost estimating, the top 2 feet of soil in unpaved areas (within 20-25 feet of edge of pavement) requiring excavation can be considered contaminated. Contaminated soils can be reused by placing in fill areas (backfilling with contaminated soils) and by placing under pavement. The increased costs for the excavation and handling of contaminated soils can be estimated at approximately 50% above the cost for handling clean soils. Additionally, it is estimated that the cost to conduct the Site Investigation will be $4,000 - $6,000.

There is a concern that the yellow thermoplastic and paint traffic stripes that need to be removed may contain lead and chromium. Please be advised that yellow paint and thermoplastic are considered hazardous due to the possible lead and chromium content. The removal of yellow striping is contained in the Construction Program Procedure Bulletin CPB 99-2, removal of yellow Traffic Stripe and Pavement Markings, dated June 21, 1999. Special Provisions for the yellow paint traffic stripe and thermoplastic stripe removal needs to be address in PS&E package. For the cost estimation purposes, the removal and disposal cost for yellow stripe is estimated at $5-7 per meter.

ATTACHMENT M

There is a concern for petroleum hydrocarbon contamination due to the presence of leaking underground storage tanks close to the project site.

Lead Compliance Plan during construction needs to be prepared and approximately cost is $4500, per Headquaters.

Please inform us of any changes made to the scope of work.

If you should have any questions or need additional information, please contact me at extension 7-0693 or Upa Patel of my staff at 7-0292.

George T. Ghebranious

GEORGE T. GHEBRANIOUS, P.E.
Senior Transportation Engineer
District Hazardous Waste Coordinator, North Region

Attachment

CC: Cathy Wright, Environmental Planning

State of California Department of Transportation

Construction Program Procedure Bulletin

CPB 99-2 Removal of Yellow Traffic Stripe and Pavement Markings

References: Standard Specifications, Sections 15-2.02B and 15-2.03
Standard Special Provisions 10-1
Construction Manual 6-84 Traffic Stripes and Pavement Markings

Effective Date: June 21, 1999

Approved: for Brent Felker
Program Manager

Approval Date: June 21, 1999

BACKGROUND

This Construction Program Bulletin establishes procedures to be followed in assessing, removing, and disposing of yellow traffic stripe and pavement marking materials (paint, thermoplastic, permanent tape, and temporary tape more than three years old) on all projects. This Bulletin does not apply to white pavement striping. Yellow paints currently specified for pavement striping are generally free of lead as are temporary yellow striping tapes less than three years old. The use of lead free paint was implemented approximately four years ago except in District 1. Yellow striping materials specified in the past exceed hazardous waste criteria under Title 22 California Code of Regulations (>1000ppm total lead or >5ppm water soluble lead) and/or regulated lead levels (>350ppm but <1000ppm total lead and <5ppm water soluble lead) requiring disposal to a class 1 landfill. Though yellow paint should now be lead free, it is possible that older striping containing lead has been painted over.

Removal of these striping materials and older paint formulations from the pavement (including the yellow pavement striping paint that continues to be used by District 1) may create residues that exceed regulatory thresholds for lead. These striping materials may also emit toxic fumes when heated.

EXISTING PROCEDURE

The removal and disposal of pavement striping from the roadway surface is addressed in the Standard Specifications in Sections 15-2.02B and 15-2.03. However, the issue of identifying, testing, and disposing of regulated levels of lead contained in the residues resulting from striping removal is not currently addressed in the Standard Specifications, Standard Provisions, or the Construction Manual.

ATTACHMENT M

NEW PROCEDURE

1. **Review Construction Contract:** The Resident Engineer (RE) shall review the construction contract to determine whether yellow traffic stripe and pavement marking material (paint, thermoplastic, permanent tape or temporary tape older than three years) must be removed and, if so, whether special handling as a hazardous waste is specified.

2. **Project Can Proceed If:** a) no such materials are to be removed; or b) striping has been previously assessed and found to be free of lead; or c) striping has been assessed and found to contain lead and the removal and disposal of striping as a regulated or hazardous waste is specified.

3. **Testing and Removal Requirements:** If yellow striping is to be removed and its removal has not been addressed in the contract, then the RE shall consult with the District Hazardous Waste Coordinator and have lead testing done. The RE may have the prime contractor undertake this initial testing and, if required, any additional lead abatement work.

   a. **Non-Regulated Levels of Lead Found:** If no lead is detected by this initial testing or is detected at levels <350ppm total lead and <5ppm soluble, then the removal of the yellow pavement striping does not require either additional testing or collection residues. The striping residues can be disposed of by the contractor as any other construction debris.

   b. **Non-Hazardous Regulated Levels of Lead Found:** When lead levels detected by the initial testing are <5ppm water soluble and <1,000ppm total but >350ppm total, then an employee safety and health plan does not have to be prepared, though measures to suppress dust and follow good personal hygiene are still required. All residues including pavement debris, striping material, and removal agent are to be collected and stored in sealed drums. The material shall be retested and disposed of appropriately as set forth in No. 4. (Retesting and Disposal) below.

   c. **Hazardous Levels of Lead Found:** Should the lead levels detected by this initial testing be >1,000ppm total lead and/or >5ppm soluble lead, then removal shall be treated as lead abatement work. Even when not contemplated in the contract, the abatement of lead contained in striping by the construction contractor is allowable under Section 25914.2 of the Health and Safety Code and Section 7058.7(d) of the Business and Professions Code. While the construction contractor must test the striping material when directed, he may refuse the abatement work under these circumstances. Should the contractor refuse the work, then the lead abatement shall be performed by one of the construction emergency Hazardous Materials contractors.

      1) **Training:** Prior to performing any yellow traffic stripe and pavement marking removal, personnel who have no prior lead training, including State personnel, shall complete a safety training program provided by the contractor, which meets the requirements of Title 8 Section 1532.1.

2) **Lead Abatement Program:** Work practices and worker health and safety shall conform to Section 1532.1, "Lead," of Construction Safety Orders Title 8, of the California Code of Regulations. The Contractor shall submit the written compliance programs required in Subsection (e)(2), "Compliance Program," of Section 1532.1, "Lead," of the Construction Safety Orders to the Engineer before starting removal of yellow traffic stripes and pavement markings on the project and at such times when revisions to the programs are required by Section 1532.1, "Lead." The compliance programs shall be prepared by an industrial hygienist certified by the American Board of Industrial Hygiene and monitored by a competent person capable of taking corrective action. Copies of all inspection reports made in accordance with Section 1532.1, "Lead," shall be furnished to the engineer.

3) **Storage of Residues:** The collected residue shall be stored in properly labeled containers approved for the transport of hazardous waste by the United States Department of Transportation while awaiting any test results required by the disposal facility. The containers shall be covered and handled in such a manner that no spillage will occur. The stored containers shall be enclosed by temporary fence at a location within the project limits approved by the engineer. The contractor shall begin disposing of the contained residue in no more than 90 days after accumulating 100 kg. of residue.

4. **Retesting and Disposal:** The residue collected in the containers shall be retested as the level of lead waste contained in the removal material will be diluted by pavement debris that has also been removed. If still found to contain regulated levels of lead, such materials shall be disposed of as set forth below:

   a. **Non-Regulated Levels of Lead Found:** If the lead in the material collected is detected at levels <350ppm and <5ppm soluble, then the material remains the property of the contractor and can be disposed of as any other construction debris.

   b. **Non-Hazardous Regulated Levels of Lead Found:** If lead in the material collected is detected at levels >350ppm but less than <1,000ppm total lead and <5ppm soluble, then the material remains the property of the State and must be taken to a Class 1 disposal site. However, these materials do not require hazardous waste manifesting or handling by a registered hauler. Records of the testing, amounts of material and its disposition must be filed in the project files.

   c. **Hazardous Levels of Lead Found:** If the lead in the collected materials is detected to be at levels >1,000ppm total lead or >5ppm soluble, then the materials must continue to be treated as a hazardous waste. Record keeping shall meet current requirements for hazardous waste handling and disposal and filed in the construction files. All debris produced when yellow traffic stripes and pavement markings

are removed will remain the property of the State and shall be disposed of by the contractor at an approved Class 1 disposal facility in accordance with the requirements of the disposal facility operator. The yellow traffic stripe and pavement marking debris shall be hauled by a transporter currently registered with the California Department of Toxic Substances Control using correct manifesting procedures. The contractor shall make all arrangements with the operator of the disposal facility and perform any testing of the yellow traffic stripe and pavement marking debris required by the operator. The contractor shall submit the name and location of the disposal facility along with the testing requirements to the engineer before starting removal of yellow traffic stripes and pavement markings on the project. The engineer will obtain the United States Environmental Protection Agency Identification Number and sign all manifests as the generator.

5. **Payment:** Unless the lead removal work was already contemplated in the construction contract, all work performed for testing, additional removal costs, retesting, and additional disposal cost shall be paid for as extra work.

This procedure will be incorporated into the next revision of Chapter 6-84 of the Constructi Manual and is also available on the Construction Program's intranet web site:
http://babycray2.caltrans.ca.gov/hq/construc/cpbindx.htm

ATTACHMENT N

PRELIMINARY LANDSCAPE ESTIMATE

State of California
Agency

Business, Transportation and Housing

Memorandum

To: Mohamed Ahmed
Senior Transportation Engineer
Office of Project Studies

Date: November 27, 2000
File: 07-VEN-101-KP 48.52
(PM 30.15)
EA: 07186-21070K

From: **DEPARTMENT OF TRANSPORTATION**
Landscape Architecture

Subject: REQUEST FOR LANDSCAPE AND RE-VEGETATION ESTIMATE

Pursuant to your request, landscape and re-vegetation costs for impacts resulting from proposed modifications would amount to $75,000.00 for each of the three alternatives described in your memo of Nov. 15, 2000.

If you have any questions or require additional information please call me at 7-0619.

Gary Kato
Landscape Architect
4-10A

ATTACHMENT N

ATTACHMENT O

PRELIMINARY STRUCTURE COST

State of California Business, Transportation and Housing Agency

Memorandum

To: Mumbie Fredson-Cole
District 07 Project Management

Date: 11/22/00

File: 07-VEN-101-KP 48.52
E.A. 07-21070K

From: Gerrard Hight, Technical Liaison Engineer
Division of Structure Design

Subject: Structure costs

The costs for the 3 alternatives and a tunnel for the above project are as follows:

Alternative 2: $2,298,000 (modify existing structure)

Alternative 3: $4,962,000 (build new structure)

Alternative 4: $3,637,000 (modify existing structure and build tunnel)

Tunnel cost only: $1,340,000

Alternative 3 plus tunnel: $6,302,000

The above estimates do not include the District portion of the work or the cost associated with removing and relocating existing utilities or traffic management.

Please remember that these are rough estimates calculated without a detailed APS as per your request. If required, a formal APS can be performed on this project. A formal APS will require from 4 to 6 months to complete due to the amount of PS&E projects currently in Design.

Please do not hesitate to contact me if you have any questions at Calnet 8-498-8711.

Sincerely

Gerrard Hight

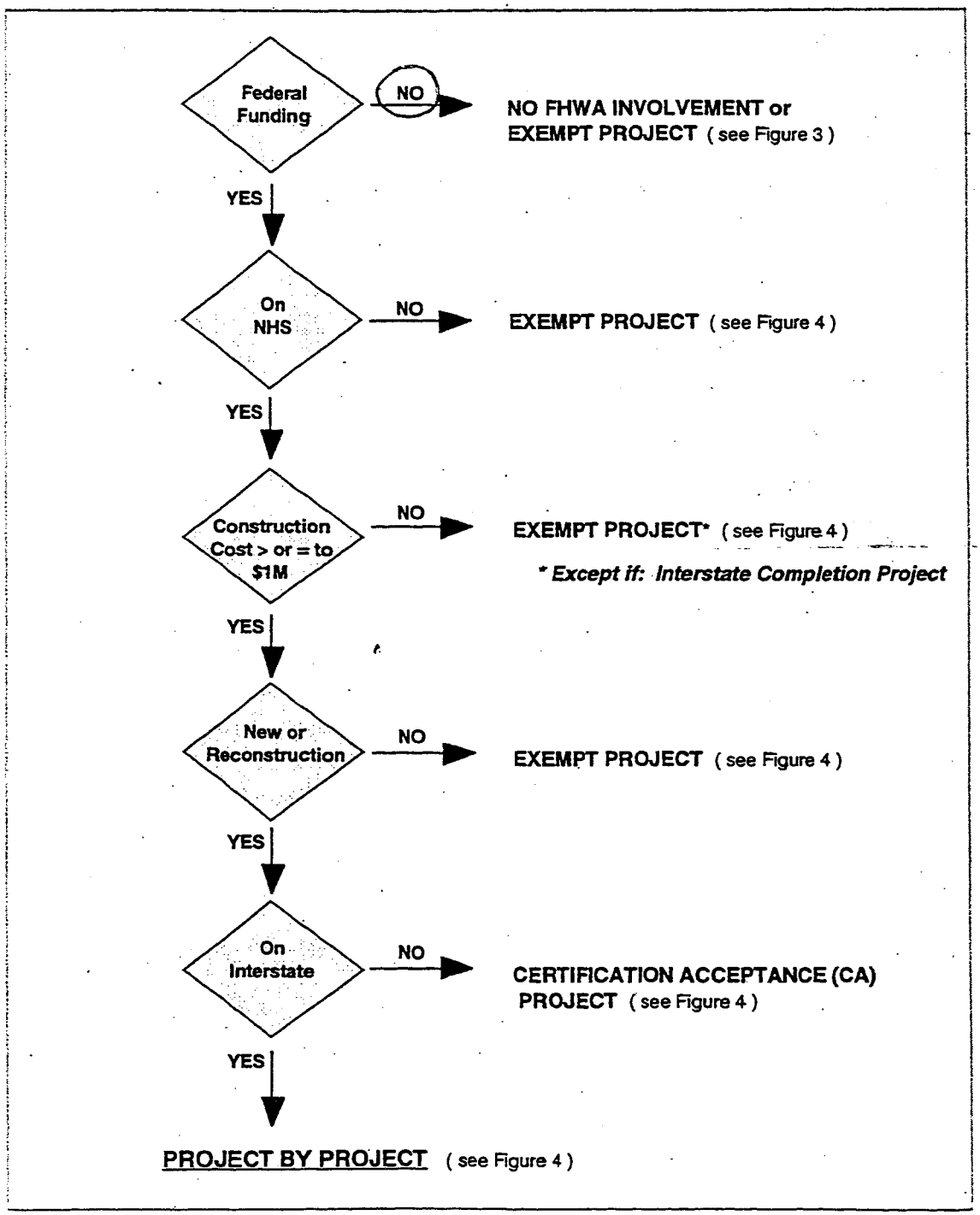
C: KSolak, OPPM

ATTACHMENT O

ATTACHMENT P

FHWA INVOLMENT DETERMINATION

FIGURE 2 - Flowchart for Determining FHWA Involvement and Oversight on a Project



ATTACHMENT P

FIGURE 3 - FHWA Involvement in Projects and Actions on the NHS that are Non-Federally Funded

	INTERSTATE PROJECTS*	NON-INTERSTATE PROJECTS
CHANGE IN ACCESS CONTROL • New connection to mainline freeway lanes • Addition of entrance or exit ramps that complete basic existing interchanges • Major reconstruction where existing interchanges are being modified and/or dislocated ramps are being added or deleted • Removal of existing connection points	- FHWA Concept and NEPA approval required.	NO FEDERAL INVOLVEMENT
DESIGN EXCEPTIONS	NO FEDERAL INVOLVEMENT	
42 000 km PRIORITY NETWORK (vertical clearance)	- FHWA approval required	Non Applicable
RIGHT OF WAY ..... where federal funds were used to acquire the right of way and/or for construction	- FHWA approval required for: • Relinquishment of right of way - FHWA and NEPA approval required for: • Disposal of right of way • Airspace Agreements • Non highway use of right of way • Occupancy of right of way • Disposal of Access Control	

* Processed as an EXEMPT project under stewardship (See Figure 4) except that FHWA involvement on Special Project Features, Experimental Work Plans, the Buy American Provisions and a Federal Fund Request are not required.

ATTACHMENT Q

TRANSPORTATION MANAGEMENT PLAN (TMP) ESTIMATE

TRANSPORTATION MANAGEMENT PLAN DATA SHEET
(Preliminary TMP Elements and Costs)

Co/Rte/PM VEN 101 48.5KP EA 21070K Alternative No. 2, 3, and 4

Project Limit At California Street

Project Description Construct new northbound off-ramp with new structure or modified structure

1) Public Information		
☒	a. Brochures and Mailers	$0
☒	b. Press Release	
☐	c. Paid Advertising	$
☒	d. Public Information Center/Kiosk	$0
☒	e. Public Meeting/Speakers Bureau	
☐	f. Telephone Hotline	
☐	g. Internet	
☐	h. Others _____	$
2) Motorists Information Strategies		
☐	a. Changeable Message Signs (Fixed)	$
☒	b. Changeable Message Signs (Portable)	$80,000
☒	c. Ground Mounted Signs	$50,000
☐	d. Highway Advisory Radio	$
☐	e. Caltrans Highway Information Network (CHIN)	
☐	f. Others _____	$
3) Incident Management		
☒	a. Construction Zone Enhanced Enforcement Program (COZEEP)	$20,000
☐	b. Freeway Service Patrol	$
☒	c. Traffic Management Team	
☐	d. Helicopter Surveillance	$
☐	e. Traffic Surveillance Stations (Loop Detector and CCTV)	$
☐	f. Others _____	$

ATTACHMENT Q

4) Construction Strategies

- [x] a. Lane Closure Chart
- [ ] b. Reversible Lanes
- [ ] c. Total Facility Closure
- [ ] d. Contra Flow
- [ ] e. Truck Traffic Restrictions $ _____
- [ ] f. Reduced Speed Zone $ _____
- [ ] g. Connector and Ramp Closures
- [x] h. Incentive and Disincentive $500,000
- [ ] i. Moveable Barrier $ _____
- [ ] j. Others _____ $ _____

5) Demand Management

- [ ] a. HOV Lanes/Ramps (New or Convert) $ _____
- [ ] b. Park and Ride Lots $ _____
- [ ] c. Rideshare Incentives $ _____
- [ ] d. Variable Work Hours
- [ ] e. Telecommute
- [ ] f. Ramp Metering (Temporary Installation) $ _____
- [ ] g. Ramp Metering (Modify Existing) $ _____
- [ ] h. Others _____ $ _____

6) Alternative Route Strategies

- [ ] a. Add Capacity to Freeway Connector $ _____
- [x] b. Street Improvement (widening, traffic signal... etc) $250,000
- [x] c. Traffic Control Officers $50,000
- [ ] d. Parking Restrictions
- [x] e. Others Ramp Improvement $ See "b"

7) Other Strategies

- [ ] a. Application of New Technology $ _____
- [ ] e. Others _____ $ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = $950,000

.oject Notes:

All 3 alternatives involve long term off-ramp closure which will greatly impact local businesses, Fairground traffic, resident and beach traffic. Construction should be scheduled between September and June. Incentives should be offered to accelerate the construction. If possible, California St OC should be constructed half width at a time to allow local access to the beach and businesses. We need to work with the city and local businesses when developing the PAC. The incentive amount is a rough estimate only and is not based on any traffic delay. This amount may be adjusted based on total project cost.

PREPARED BY _____ DATE 12-8-00

APPROVAL RECOMMENDED BY _____ DATE 12-8-00

APPROVED BY _____ DATE 12/8/00

ATTACHMENT R

WORKPLAN

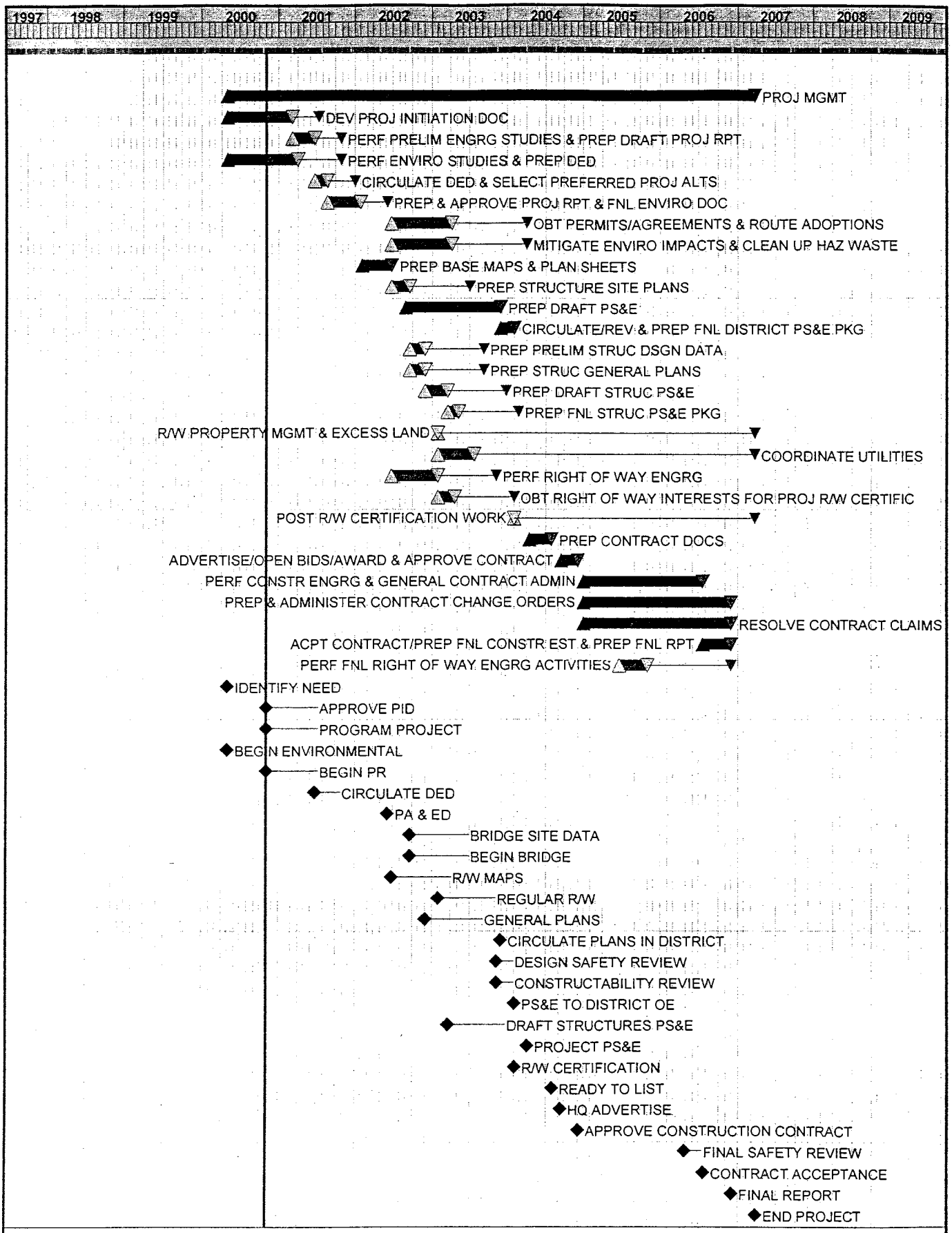
WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
21070_, VEN-101-29/30:OFF-RAMP MODIFICATION:MF										
0.100	PROJ MGMT	MF	0	1,730*	1,578*	07/06/00A	03/21/07	07/06/00A	03/21/07	0
1.150	DEV PROJ INITIATION DOC	EEY	95	110	16	07/06/00A	02/28/01	07/06/00A	12/27/01	214
2.160	PERF PRELIM ENGRG STUDIES &	RD	0	140	140	03/01/01	09/13/01	12/28/01	07/15/02	214
2.165	PERF ENVIRO STUDIES & PREP DED	RD	0	250	250	02/07/01	01/25/02	07/26/01	07/15/02	120
2.175	CIRCULATE DED & SELECT	RD	0	60	60	01/28/02	04/19/02	07/16/02	10/07/02	120
2.180	PREP & APPROVE PROJ RPT & FNL	RD	0	60	60	10/08/02	12/31/02*	10/08/02	12/31/02*	0
3.205	OBT PERMITS/AGREEMENTS &	RD	0	150	150	12/18/02	07/18/03	09/03/03	04/01/04	182
3.235	MITIGATE ENVIRO IMPACTS & CLEAN	RD	0	150	150	12/18/02	07/18/03	09/03/03	04/01/04	182
4.185	PREP BASE MAPS & PLAN SHEETS	RD	0	75	75	09/04/02	12/17/02	09/27/02	01/13/03	17
4.190	PREP STRUCTURE SITE PLANS	RD	0	60	60	12/18/02	03/13/03	04/08/03	06/30/03	77
4.230	PREP DRAFT PS&E	RD	0	180	180	02/21/03	10/31/03	03/18/03	11/25/03	17
4.255	CIRCULATE/REV & PREP FNL	RD	0	45	45	11/03/03	01/06/04	11/26/03	01/29/04	17
5.210	PREP PRELIM STRUC DSGN DATA	RD	0	50	50	03/14/03	05/22/03	07/01/03	09/09/03	77
5.215	PREP STRUC GENERAL PLANS	RD	0	50	50	03/14/03	05/22/03	07/01/03	09/09/03	77
5.240	PREP DRAFT STRUC PS&E	RD	0	75	75	05/23/03	09/05/03	09/10/03	12/23/03	77
5.250	PREP FNL STRUC PS&E PKG	RD	0	40	40	09/08/03	10/31/03	12/24/03	02/19/04	77
6.195	R/W PROPERTY MGMT & EXCESS	-	0	1	1	07/21/03	07/21/03	03/21/07	03/21/07	946
6.200	COORDINATE UTILITIES	RD	0	125	125	07/21/03	01/13/04	09/26/06	03/21/07	822
6.220	PERF RIGHT OF WAY ENGRG	RD	0	150	150	12/18/02	07/18/03	04/08/03	11/04/03	77
6.225	OBT RIGHT OF WAY INTERESTS FOR	JMI	0	60	60	07/21/03	10/10/03	11/05/03	01/29/04	77
6.245	POST R/W CERTIFICATION WORK	-	0	1	1	01/30/04	01/30/04	03/21/07	03/21/07	809
7.260	PREP CONTRACT DOCS	ESC	0	75	75	04/16/04	07/30/04	04/16/04	07/30/04	0
7.265	ADVERTISE/OPEN BIDS/AWARD &	ESC	0	60	60	09/13/04	12/03/04	09/13/04	12/03/04	0
8.270	PERF CONSTR ENGRG & GENERAL	-	0	400	400	12/28/04	07/17/06	12/28/04	07/17/06	0
8.285	PREP & ADMINISTER CONTRACT	-	0	495*	495*	12/28/04	11/27/06	12/28/04	11/27/06	0
9.290	RESOLVE CONTRACT CLAIMS	-	0	495*	495*	12/28/04	11/27/06	12/28/04	11/27/06	0
9.295	ACPT CONTRACT/PREP FNL CONSTR	-	0	95	95	07/18/06	11/27/06	07/18/06	11/27/06	0
9.300	PERF FNL RIGHT OF WAY ENGRG	RD	0	95	95	06/22/05	11/02/05	07/18/06	11/27/06	275
M000	IDENTIFY NEED	MF	100	0	0		07/06/00A		07/06/00A	
M010	APPROVE PID	EEY	0	0	0		02/06/01		12/27/01	230
M015	PROGRAM PROJECT	JLS	0	0	0		02/06/01		12/27/01	230
M020	BEGIN ENVIRONMENTAL	RD	0	0	0		02/06/01		07/25/01	120
M040	BEGIN PR	RD	0	0	0		02/06/01		12/27/01	230
M120	CIRCULATE DED	RD	0	0	0		01/25/02		07/15/02	120
M200	PA & ED	RD	0	0	0		12/31/02*		12/31/02*	0
M221	BRIDGE SITE DATA	RD	0	0	0		03/13/03		06/30/03	77
M222	BEGIN BRIDGE	RD	0	0	0		03/13/03		06/30/03	77
M224-D	R/W MAPS	RD	0	0	0		12/17/02		04/07/03	77
M225	REGULAR R/W	RD	0	0	0		07/18/03		11/04/03	77
M275	GENERAL PLANS	RD	0	0	0		05/22/03		09/09/03	77
M300	CIRCULATE PLANS IN DISTRICT	RD	0	0	0		10/31/03		11/25/03	17
M318-D	DESIGN SAFETY REVIEW	RD	0	0	0		10/10/03		01/29/04	77
M328-D	CONSTRUCTABILITY REVIEW	DCR	0	0	0		10/10/03		01/29/04	77
M377	PS&E TO DISTRICT OE	RD	0	0	0		01/29/04		01/29/04	0
M378	DRAFT STRUCTURES PS&E	RD	0	0	0		09/05/03		12/23/03	77
M380	PROJECT PS&E	RD	0	0	0		04/01/04*		04/01/04*	0
M410	R/W CERTIFICATION	JMI	0	0	0		01/29/04*		01/29/04*	0
M460	READY TO LIST	ESC	0	0	0		07/30/04*		07/30/04*	0
M480-D	HQ ADVERTISE	ESC	0	0	0		09/10/04		09/10/04	0
M500	APPROVE CONSTRUCTION	-	0	0	0		12/03/04		12/03/04	0
M588-D	FINAL SAFETY REVIEW	SJH	0	0	0		04/21/06		07/17/06	60
M600	CONTRACT ACCEPTANCE	-	0	0	0		07/17/06*		07/17/06*	0

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
M700	FINAL REPORT	DCR	0	0	0		11/27/06		11/27/06	0
M800	END PROJECT	MF	0	0	0		03/21/07		03/21/07	0

Caltrans District #7

EA 21070K Ven-101 PM 29/30

OFF- Ramp Modification



ATTACHMENT R

ATTACHMENT S

PSR PERFORMANCE MEASURE

PSR Performance Measures
For EA: 21070K

SCOPE

Yes No

☒ ☐ • Is the "Need and Purpose" clearly defined and written in accordance with applicable permitting agency requirements?

☒ ☐ • Do the alternatives stay within scope or solve problem identified in "Need and Purpose"?

☒ ☐ • Does the scope incorporate required allied projects such as Traffic Management System (TMS) elements, replacement planting, environmental mitigation, maintenance needs, and relinquishment requirements.

☐ ☒ • Have non-standard features, if any, been approved using established guidelines?

☒ ☐ • Is scope consistent and coordinated with local, regional and state system plans?

Scope Confidence Rating: 5
1 low to 5 high

COST

Yes No

☒ ☐ • Is the estimate realistic and in accordance with established guidelines? Does it include a sum for contingencies consistent with risk?

☐ ☒ • Does the cost incorporate required allied projects such as TMS elements, replacement planting, environmental mitigation, relinquishment requirements.

☒ ☐ • Is the right of way cost developed in accordance with established guidelines and consistent with anticipated needs?

☐ ☐ • Were benefit/cost ratios and/or the data to calculate them provided?

☒ ☐ • Were funding sources and commitments identified? Is proposed funding program consistent with project type?

☐ ☒ • Were support costs identified in a manner consistent with SB 45 and CTC Guidelines and supported by a complete project work plan?

Cost Confidence Rating: 4
1 low to 5 high

SCHEDULE

Yes No

☒ ☐ • Is time allowed for environmental evaluation and construction commensurate with anticipated studies and work windows (e.g., hazardous waste, endangered or season-specific species)?

☐ ☒ • Does the schedule incorporate required allied projects such as TMS elements, replacement planting, environmental mitigation, relinquishment requirements.

☒ ☐ • Is Right of Way time provided consistent with anticipated needs, including railroad and utilities?

Schedule Continued:

☒ ☐ • Is the schedule consistent with district resource capacity and based on an approved project work plan?

☐ ☐ • Do local stakeholders agree with the schedule?

☒ ☐ • Is schedule consistent and coordinated with local, regional and state plans?

Schedule Confidence Rating: 4
1 low to 5 high

QUALITY

Yes No

☒ ☐ • Was the range of alternatives identified and evaluated consistent with the need and purpose of the project?

☒ ☐ • Was the preliminary design, right-of-way, traffic and environmental effort adequate to confidently establish scope, schedule and estimate?

☒ ☐ • Were the studies adequate to identify all project stakeholders such as permitting agencies and community groups, and their anticipated levels of involvement?

☒ ☐ • Were there adequate peer reviews such as district functional units, safety, maintenance and constructability reviews, value analysis, and OPPD so to alleviate any undue risk?

Quality Confidence Rating: 4
1 low to 5 high

Overall PSR Confidence Score **Total:** 16 x 5 = **80**

Note: Add above individual section confidence ratings and multiply by 5 to obtain overall confidence score. A score of less than 70 indicates "High Risk".

OTHER:

Explain any "No" responses as appropriate:

1. The Benefit/Cost ratio nor the data to calculate them provided in the PSR.

2. No Involvement of the local stakeholders, since the project is within the state R/W.

Note: Any "No" boxes checked indicate a high risk and potential future problems

PA&ED support costs: $622,000

Prepared By:

2/7/01
Date

Project Manager

I have read and approve this evaluation:

2/17/01
Date

FM District Director